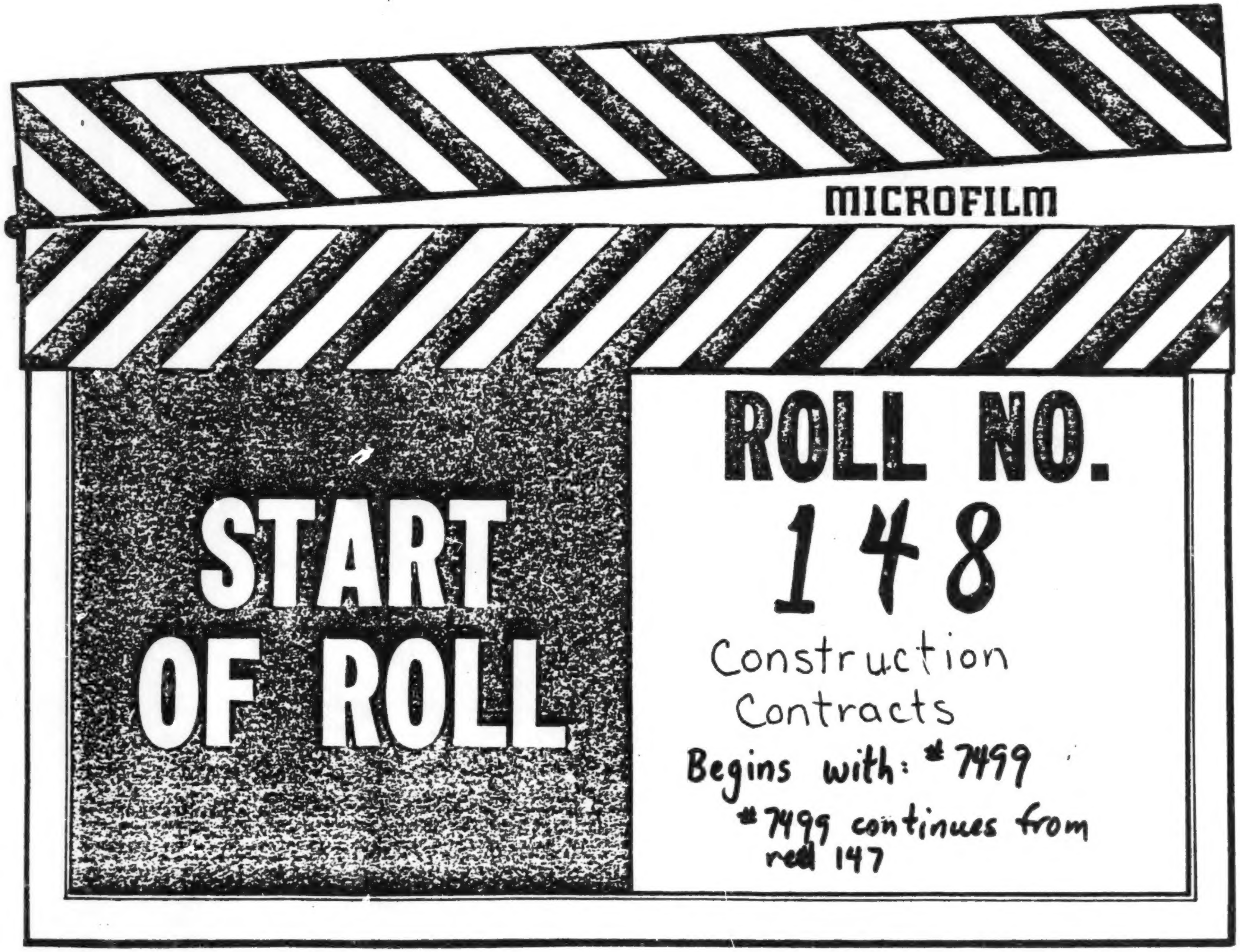

MICROFILM

START OF ROLL

ROLL NO.

148

Construction Contracts

Begins with: #7499

#7499 continues from reel 147

I-5-4(69) Halsey Interch.-Lane Co. Line 1970
204 Sec., of Pac. Hwy., S. of Albany.
#7499 (Grad., pav., struc. & sign.)

5

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

7499

March 28, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Halsey Interchange-Lane County Line Section
Pacific Highway
Oregon Project I-5-4(69)204

Wildish Construction Company has requested a 66-day time extension based on alleged excessive rainfall during the 1971 year, alleged interference with their weekend hauling across traffic lanes, and added orders. The contract time count on this project started November 23, 1970, with 465 calendar workdays allowed which expired September 20, 1972. The project was completed November 28, 1972, with 66 days' liquidated damages accrued at $300 per day. Attached is a weather and work progress chart.

The weather reason is not believed to be valid. For the six-month period May through October, 1971, the rainfall was almost four inches above normal; however, we note that two of these months were actually below normal, as were two months during the same interval in 1972.

The reason relating to curtailment of material hauling on weekends is not valid because this point was covered in the contract special provisions.

There was a total of 29 Price Agreements and 12 Extra Work Orders on this project. The Resident Engineer recommends a total of 24 days based on four of these orders, the most significant being two to cover the deck waterproofing and A.C. overlay of the Southern

Pacific overcrossing structures (Extra Work Order 8 and Price Agreement 25). These were items performed in late September after the contract time had elapsed. This work delayed the guardrail work in the vicinity of the overcrossing, and you will note from the chart that the guardrail work was the last regular contract work done. Work was concurrent on three other late added orders. If the overcrossing deck and repaving work delayed guardrail completion ten days, then the three other orders would justify extension for the time taken at the end of the project. This would be the work on Price Agreement 20, signing; Price Agreement 21, Diamond Hill Interchange drainage and fencing changes; and Extra Work Order 9, the parapet headwall cutoffs on the reinforced concrete box culverts. For the last ten days charged to the contract time, work on one or all of the three added orders would control, and time extension for the last ten days would also be justified.

The Price Agreement 5 change to "C" mix patching work done as the first paving in April and May of 1971 also merits consideration for its effect on the contract progress. In effect, Price Agreement 5 substituted an inch of new Class "C" A.C. leveling course for an inch of the contract plan quantity of Class "A" A.C. As the contractor contends in his time request, it is logical that the Price Agreement 5 "C" mix took longer than this tonnage (32,160 tons) would have taken placed as "A" mix along with the other thick lifts of "A" mix. The 11 days is based on actual production rates. Since the A.C. items constitute the largest money component in the contract, the A.C. work at times controlled the job progress. The 11-day extension requested by the contractor on this item is recommended.

Your concurrence in a 45-day time extension is requested; this includes:

24 days for the Southern Pacific overcrossing structure deck sealing and overlay work and the associated delay to guardrail work;

10 days for the last ten days counted when work was in progress on the three late added orders (EWO 9, P.A. 10 and P.A. 21); and

11 days for the Price Agreement 5 change to a separate "C" mix leveling course early in the project.

A 45-day extension will leave 21 days' liquidated damages in effect at $300 per day.

JAB:fw ia
Att.

7499

Report No. 109

5

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Halsey Interchange-Lane County Line	WEEK ENDING: February 17, 1973	
	SECTION PREFIX 622-1037	
HIGHWAY Pacific	COUNTY Linn	
NAME OF JOB Halsey Interchange-Lane County Line	KIND OF WORK Grading, Paving, Structures and Signing	
CONTRACTOR Wildish Construction Company	CONTRACT NUMBER 7499	FEDERAL AID PROJECT NUMBER I-5-4(69)204
DATE OF CONTRACT November 2, 1970	DATE WORK STARTED January 19, 1971	ESTIMATED COMPLETION DATE December 8, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0 MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 465	WORK DAYS USED CALENDAR DAYS USED 531
PROJECT AUTHORIZATION: $ 4,764,287.81	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 114%
EXCLUSIVE OF ENGINEERING: $ 4,425,494.01	ENGINEERING AUTHORIZATION $ 338,793.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 4,167,666.54	ENGINEERING COST TO DATE $ 446,816.04	PERCENT OF Project COMPLETED BASED ON TOTAL AUTHORIZATION 96%
ESTIMATED PERCENT OVERRUN UNDERRUN 5.8 %	PERCENT OF AUTHORIZATION 132 %	DATE PROJECT WAS COMPLETED: November 28, 1972

Semi-final was submitted December 22, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE				
100%	100%	100%	100%	------	100%	100%	100%

	GRADING	SURFACING	Rock Embankment	"A" Paving	"B" PAVING
MILES IN PROJECT	12.63	12.63	——	12.63	12.63
MILES PARTIALLY COMPLETED	12.63	12.63	——	12.63	12.63
MILES COMPLETED	12.63	12.63	——	12.63	12.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)	605,800 CY	221,000 Ton	28,000 CY	152,000 Ton	126,800 Ton
TOTAL QUANTITIES CORRECTED TO DATE	495,520 CY	212,955 Ton	46,415 CY	102,062 Ton	136,063 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	495,520 CY	212,955 Ton	46,415 CY	102,062 Ton	136,063 Ton
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0	0	0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8245A	8246A	8251A	Box Culverts	Signing	Seeding	Guard Rail	Fencing
PERCENT	100%	100%	100%	100%	100%	100%	100%	100%

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

CLASS "C" A.C.

Estimated Quantity 32,160 Ton

Estimated Quantity Placed to Date 32,160 Ton

Routing
Keasey K
Bond
Jackmond
Hardt
Johnson
Walker
RECEIVED
FEB 20 1973
CONSTRUCTION SECTION
Pease
Berg
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

FINAL REPORT.

SIGNED Ronald V. Busey LOCATION Eugene
Ronald V. Busey, Asst. Res. Engineer.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

D W Greene
By D. W. Greene, Res. Engr.

7499

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STATE COPY

MONTHLY TRANSACTION NUMBER 1-64	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Linn & Lane
MODIFICATION NUMBER 1	(PPM 21-7) 1-22-73	PROJECT NUMBER I-5-4(69)204

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 23, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,639,814.00	$ 4,644,914.00
Federal Funds	$ 4,280,691.00	$ 4,285,396.00
Other revisions		

This modification is made for the following reasons:

To add the approved item of striping that was previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of January, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By A. T. Schroeder

for By
G. L. Green (Division Engineer)

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid
Project No. I-5-4(69)204

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION

ON THE PACIFIC HIGHWAY IN LINN AND LANE COUNTIES

Salem, Oregon, January 16, 1973

Revised Project Agreement Estimate.

Type Code 6201
Roadway

Subtotal on previous estimate of November 18, 1970		$2,356,095.00
Revised Estimate		
S.F.O. No. 2 Pavement Striping	All Required	$ 3,500.00
	Subtotal	$2,359,595.00
	10% Engr. & Cont.*	234,709.00
	Total	$2,594,304.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6. (50%)

Total for Safety Improvement same as previous estimate of November 18, 1970	$2,050,610.00

Length of Roadway (Pavement Overlay) - - - 12.625 Miles
Length of Safety Improvement (13.030 Mi.)- 0.000 Mile
Total 12.625 Miles

Cost of Roadway Per Mile - - - - - - - - - - $205,489.42 (Pav't Overlay Costs Only)

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
Pavement Overlay	$2,594,304.00	$2,393,504.00	$200,800.00
Safety Improvement	2,050,610.00	1,891,892.00	158,718.00
Totals	$4,644,914.00	$4,285,396.00	$359,518.00

Group 1 - 100%
Contract No. 7499
Prefix: 622-1037

STATE COPY

F Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 11-69	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
		COUNTY Linn & Lane
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(FPM 21-7)* 11-23-70	PROJECT NO. I-5-4(69)204

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Halsey Interchange-Lane County Line Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-7-70	12.625
OTHER *(Specify)*		

FUNDS 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 4,639,814.00	FEDERAL FUNDS $ 4,280,691.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer NOV 23 1970

FORM PR-2 (REV. 1-70)

PAGE 1

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. I-5-4(69)204

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION

ON THE PACIFIC HIGHWAY IN LINN & LANE COUNTIES

Salem, Oregon, November 18, 1970

Project Agreement Estimate.

PAVEMENT OVERLAY: (Sta. 2008+00 to Sta. 2674+61.46)

Type Code 6201
Roadway

Furnishing Field Laboratory Building	1 only	2,500.00	$ 2,500.00
Temporary Protection and Direction of Traffic	All Required (75%)		140,475.00
Class "A" Asphalt Concrete Mixture	152,000 ton	4.65	706,800.00
Class "B" Asphalt Concrete Mixture	126,800 ton	4.65	589,620.00
Asphalt Cement in Mixture	18,200 ton	33.50	609,700.00
Asphalt in Tack Coat	100 ton	50.00	5,000.00

Structures

Raise Existing Bridge No. 8245A (Type Code X020)	All Required	88,000.00
Raise Existing Bridge No. 8246A (Type Code X021)	All Required	103,000.00
Raise Existing Bridge No. 8251A (Type Code X020)	All Required	86,000.00
		$2,331,095.00
Flagging (60% of contractor's cost)	All Required (50%)	$ 25,000.00
	Subtotal	$2,356,095.00
	10% Engr. & Cont.*	234,359.00
	Total	$2,590,454.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6. (50%)

SAFETY IMPROVEMENT: (Sta. 1993+50 thru Equa. 2674+61.46 = 13+38.17 to Sta. 20+25)

Type Code Y106
Slope and Median Flattening

Temporary Protection and Direction of Traffic	All Required (25%)	$ 46,825.00
Clearing and Grubbing	All Required	20,000.00

Removal of Structures and Obstructions	All	Required		$ 15,000.00
Ditch Excavation	960	cu.yd.	3.50	3,360.00
Embankment in Place	605,800	cu.yd.	1.10	666,380.00
Rock Embankment in Place	25,500	cu.yd.	4.00	102,000.00
Trench Excavation	1,800	cu.yd.	4.00	7,200.00
Finishing Roadbed and Slopes	All	Required		39,000.00
Watering	10,000	M-gal.	3.50	35,000.00
Aggregate Shoulder Material	221,000	ton	2.50	552,500.00
				$1,487,265.00

Type Code Y007
Minor Structures

Class "A" Concrete in Box Culverts	320	cu.yd.	140.00	$ 44,800.00
Reinforcement in Box Culverts	44,300	lb.	0.20	8,860.00
8-inch Culvert Pipe	840	lin.ft.	6.50	5,460.00
12-inch Culvert Pipe	210	lin.ft.	8.00	1,680.00
15-inch Culvert Pipe	1,640	lin.ft.	9.50	15,580.00
18-inch Culvert Pipe	1,700	lin.ft.	12.00	20,400.00
24-inch Culvert Pipe	970	lin.ft.	14.00	13,580.00
30-inch Culvert Pipe	370	lin.ft.	18.00	6,660.00
36-inch Culvert Pipe	160	lin.ft.	20.50	3,280.00
42-inch Culvert Pipe	30	lin.ft.	25.00	750.00
18-inch Arch Type Culvert Pipe	200	lin.ft.	12.00	2,400.00
30-inch Arch Type Culvert Pipe	110	lin.ft.	16.00	1,760.00
12-inch Paved Culvert End Slopes	4	only	110.00	440.00
15-inch Paved Culvert End Slopes	54	only	150.00	8,100.00
18-inch Paved Culvert End Slopes	78	only	175.00	13,650.00
24-inch Paved Culvert End Slopes	44	only	220.00	9,680.00
30-inch Paved Culvert End Slopes	16	only	260.00	4,160.00
36-inch Paved Culvert End Slopes	6	only	300.00	1,800.00
42-inch Paved Culvert End Slopes	2	only	350.00	700.00
Concrete Inlets, Type G-1	4	only	200.00	800.00
Concrete Inlets, Type G-2MA	64	only	300.00	19,200.00
Concrete Inlets, Type G-2M	1	only	250.00	250.00
Concrete Inlets, Type B	2	only	250.00	500.00
Concrete Inlets, Type ME	1	only	400.00	400.00
				$ 184,890.00

Type Code Y101
Guard Rail - Delineators

Guard Rail, Type 2A	11,700	lin.ft.	3.70	$ 43,290.00
Guard Rail Anchors	50	only	200.00	10,000.00
Extra for Guard Rail Bridge Connection	26	only	200.00	5,200.00
Extra Posts with Blocks	40	only	20.00	800.00
Extra Rail Elements	220	lin.ft.	2.00	440.00
Modify Existing Guard Rail	3,500	lin.ft.	0.60	2,100.00

Guide Posts, W-1	540 only	6.00	$ 3,240.00
Guide Posts, Y-2	100 only	6.50	650.00
			$ 65,720.00

Type Code Y102
Fencing

Type 2 Fence	5,750 lin.ft.	0.65	$ 3,737.50
			$ 3,737.50

Type Code Y005
Erosion Control

Extra for Asphalt Curbs	4,700 lin.ft.	1.25	$ 5,875.00
			$ 5,875.00

Type Code Y003
Landscaping

Roadside Seeding	160 acre	48.00	$ 7,680.00
Roadside Mulching	160 acre	179.00	28,640.00
Seed Mixture	4,800 lb.	1.00	4,800.00
Fertilizer, 22-16-18	640 cwt.	12.00	7,680.00
			$ 48,800.00

Type Code Y002
Traffic Signs

Removal of Existing Sign Installations	All Required		$ 4,000.00
Revise Existing Wood Sign Posts	All Required		250.00
Sign Support Footings	All Required		2,100.00
Breakaway Sign Posts	All Required		7,500.00
Structure Mounts	All Required		3,800.00
Move Existing Type "A" and Type "B" Signs	All Required		3,000.00
Type "A" Signs in Place	30 sq.ft.	10.00	300.00
Type "B" Signs in Place	9 sq.ft.	10.00	90.00
			$ 21,040.00
	Subtotal		$1,817,327.50

Flagging (60% of contractor's costs)	All Required (50%)		$ 25,000.00
Railroad Protective Costs	All Required		3,000.00
Temporary Erosion Control	All Required		20,000.00
			$ 48,000.00

Subtotal	$1,865,327.50
10% Engr. & Cont.*	185,282.50
Total	$2,050,610.00

*Note: Reduced in accordance with Par. 5 (project field offices) of PPM 30-6. (50%)

Length of Roadway (Pavement Overlay) - - - - 12.625 miles
Length of Safety Improvement (13.030 Mile) - 0.000 mile
Total - - - - - - - - - 12.625 miles

Cost of Roadway per Mile - - - - - $205,085.46 (Pavement Overlay Costs Only)

Retained in Program Status

Pavement Striping	All Required	$ 3,500.00
	Subtotal	$ 3,500.00
	10% Engr. & Cont.	350.00
	Total	$ 3,850.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Pavement Overlay	$2,589,204.00	$2,388,799.00	$200,405.00
Safety Improvement	2,050,610.00	1,891,892.00	158,718.00
Subtotal	$4,639,814.00	$4,280,691.00	$359,123.00
Retained in Program Status	3,850.00	3,500.00	350.00
Total	$4,643,664.00	$4,284,191.00	$359,473.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.: 7499

Prefix: 622-1037

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION

PROJECT NO. I-5-4(69)204

Railroad Protective Service; Southern Pacific Transportation Company

One Engineer Inspector, at $765.00 per month, for two months with headquarters in Portland, Oregon.

Salary $765.00 x 2 = $1,530.00
Payroll Additives (39%) = 596.70

Total Salary - $2,126.70

Expenses 42 days @ $15.00 = - - - - - - - - - - - - - - - - - - 630.00

Equipment Expense for 300 miles/week; 1300 miles/month

1000 miles @ $0.095 = $ 95.00
300 miles @ 0.08 = 24.00
$119.00

Total Equipment Expense = $119.00 x 2 months = - - - - - - - - $ 238.00

Total Railroad Protective Service - - - - - - - - $2,994.70

State Will Pay - - - - - - - - - - - - - - - - - - $3,000.00

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION

Nonparticipating - State Work

Rock Embankment in Place	2,500 cu.yd.	4.00	$ 10,000.00

5

RECEIVED
JAN 5 1972
FORM 2-90-X 12-67
FOR FILING

7499

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 3, 1973

NOTED
A. E. JOHNSON

To: J. B. Boyd, Region Engineer
ATTN: G. W. Wimer

SUBJECT: Box Culvert Parapets
Halsey-Lane Co. Line Section
Pacific Highway
Contract No. 7499

FROM: CT Keasey
C. T. Keasey
Construction Engineer

You have a copy of Walt Hart's letter of December 29 responding to our inquiry regarding the adequacy of several modified box culvert parapets on the subject section.

Please note the last part of paragraph 2 of his letter regarding the parapet at Station 2167+50. This should be noted on the "As Constructed" plans for this project for future reference.

CTK:fw

cc: A. E. Johnson
Walt Hart

RECEIVED
JAN 3 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 29, 1972

TO Mr. C. T. Keasey
Construction Engineer

FROM Walter J. Hart
Bridge Engineer Walter J Hart

SUBJECT Halsey-Lane County Line Section
Pacific Highway
Contract 7499
Box Culvert Parapets

Routing
I Keasey
Bond
Walker
Johnson
RECEIVED
JAN 2 1973
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

We have reviewed the modified box culvert parapet sketches that were attached to your letter of December 26, 1972. A design analysis indicates that adequate beam strength is furnished by all as-constructed parapets except one.

Our design criteria requires that parapets skewed 55° or less to the centerline of the culvert be analyzed as edge beams subject to dead load of slab and fill and to live load. All parapets were detailed the same size on this project in order to expedite the flow of data to the field, consequently most of the parapets were deeper than necessary. The one parapet in question would be overstressed approximately 50 percent if a design truck were to run along the top of it. Realizing the improbability of this happening, and keeping in mind there would still be a factor of safety of about 1.3 if it did happen, we would not recommend any additional remodeling to strengthen the parapet at this time. If this culvert (at Sta. 2167+50) is ever extended at the inlet end, the parapet should be rebuilt.

We have decreased the parapet height on our standard culvert drawings for culverts that have ten feet of fill or less. We did not feel that a change was desirable for fills over ten feet. We will keep the parapet height to a minimum when using the parapet as a beam for skewed culvert ends on future projects.

JHW:dh

cc G. W. Wimer
R. V. Busey

RECEIVED
DEC 27 1972

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7499

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

DATE December 27, 1972

Federal-aid Project
No. I-5-4(69)204

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7499 Extra Work Order No. 12

Project Halsey Interchange - Lane Co. Line

Highway Pacific

County Linn

This order covers the cost of moving six sight posts to delineate a "Rest Area" sign located in the gore area of the southbound exit lane into the Oak Grove Safety Rest Area and modifications to the grates of 5 catch basin inlets to prevent bicycle tires from dropping into them. Movement of the sight post will delineate the sign which presents a hazard to the public due to the gore area being paved to provide adequate drainage. Modification of the inlet grates will be performed on a non-participating basis under this order.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 29, 1972.

Your approval as of November 29, 1972 is requested.

Attach.

BMW:dgk

5

RECEIVED
DEC 28 1972
FORM 2-30-X 12-67
FOR FILING

7499

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 26, 1972

NOTED
A. E. JOHNSON

To: Walter J. Hart
Bridge Engineer

SUBJECT: Box Culvert Parapets
Halsey-Lane Co. Line Section
Pacific Highway

FROM: C T Keasey
C. T. Keasey
Construction Engineer

Attached is data from Region 2 requesting a Bridge Design review of the lowered parapets on some of the skewed box culverts on the subject project.

The parapets, as designed and constructed, created a solid obstacle which was objectionable both from the appearance standpoint and the possibility of being struck by a vehicle. These higher parapets apparently were intended to serve as structural beams due to the lengthened span on the skewed ends.

Would you please have someone review this design, and also the modified parapets, as to the necessity for the high parapets and the adequacy of the modified parapets.

CTK:fw
Enc.
cc A. E. Johnson ✓
G. W. Wimer

RECEIVED
DEC 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM 6-30 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

December 20, 1972
Salem, Oregon

Routing
Keasey K
Hand
Walker
Johnsen
RECEIVED
DEC 26 1972
CONSTRUCTION SECTION
Pease E
Glenn
Litchfield
Berg

SUBJECT: Box Culvert Headwalls
Halsey-Lane County Line Section
Pacific Highway

To: C. T. Keasey
CONSTRUCTION ENGINEER

Several weeks prior to the final inspection, FHWA Area Engineer, Paul Riedl, and the undersigned, in reviewing the project, concluded there was a hazard from the high headwalls. All of the headwalls are at least 30' from the edge of the travel way, but were unnecessarily high.

Prior approval was received from your office on EWO #9 to cut those headwalls that would not lend themselves to further backfill. The seven so treated are shown on the attached two sketch maps and December 6th report from Asst. Resident Engineer, Ronald E. Busey. One of the things not done at that time was to secure a bridge design review. Even at this lateness, a design review should still be secured in case some re-strengthening now becomes necessary.

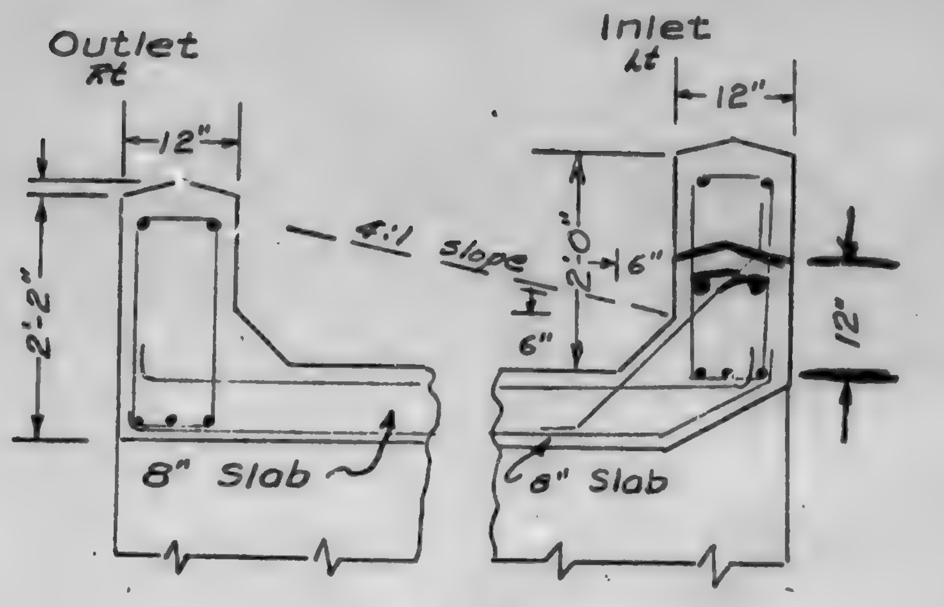
Bridge drawing 27235 was prepared June 23, 1971 from the box culvert data sheets. This modified the headwalls on both ends of six of the seven box culverts on this project. The wingwalls were to be constructed in accordance with standard drawing 24635. However, those with the revised headwall height apparently were not. The top of the wingwall on them is the same height as the top of the top barrel slab. Drawing 27235 implied this height. Drawing 24635 can, to some extent, be read the same way. However, if we had built the wingwall within eight inches of the top of the parapet as truly specified on drawing 24635, we would not have had to have cut off the parapet. My point is that both of these drawings could be clarified.

Please have the Bridge Section review the cut off parapets to determine if they now have adequate beam strength remaining.

G. W. Wimer
Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

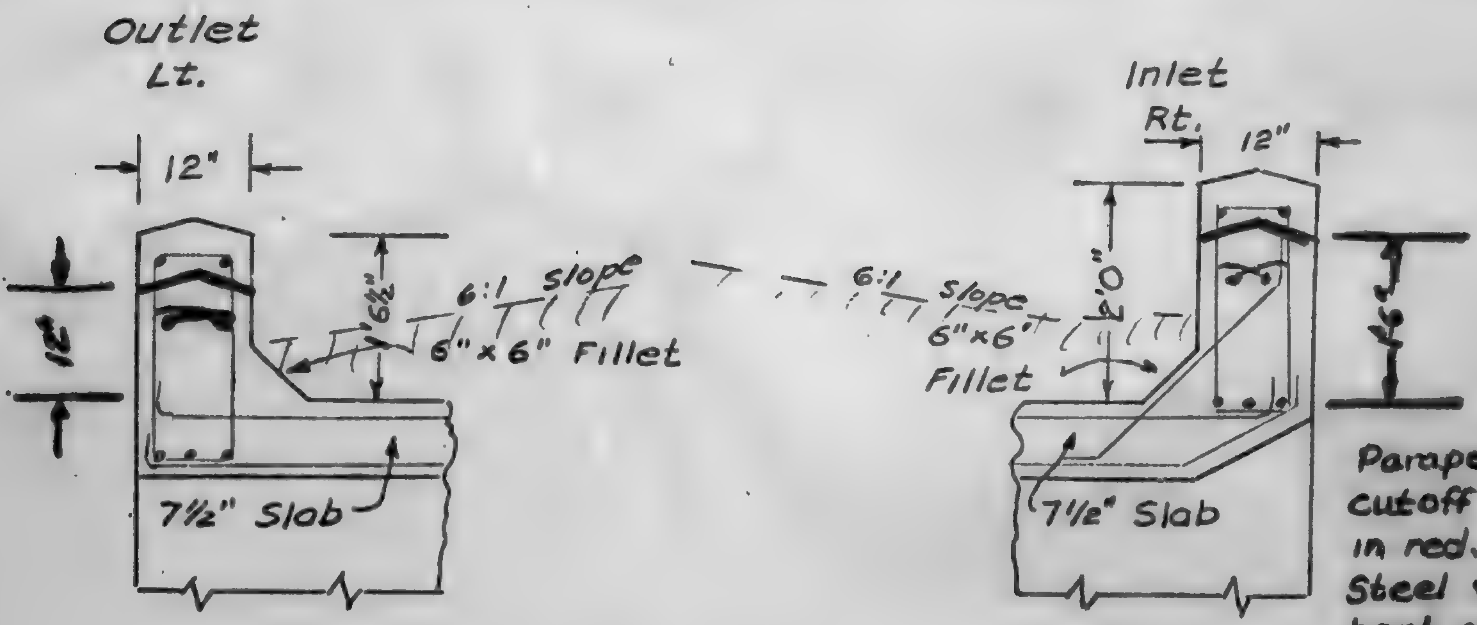
GWW/sr

Outlet not cut off


Outlet
Rt
12"
2'-2"
8" Slab
4:1 slope
Inlet
Lt
12"
2'-0"
6"
6"
12"
8" Slab

Parapet after cutoff shown in red.
Steel was bent over. No steel was removed.

2167+50
Double 6'×6'
As Constructed.


Outlet
Lt.
12"
12"
6½"
6:1 slope
6"×6" Fillet
7½" Slab
Inlet
Rt.
12"
2'-0"
6:1 slope
6"×6"
Fillet
12"
7½" Slab

Parapet after cutoff shown in red.
Steel was bent over_
No steel was removed.

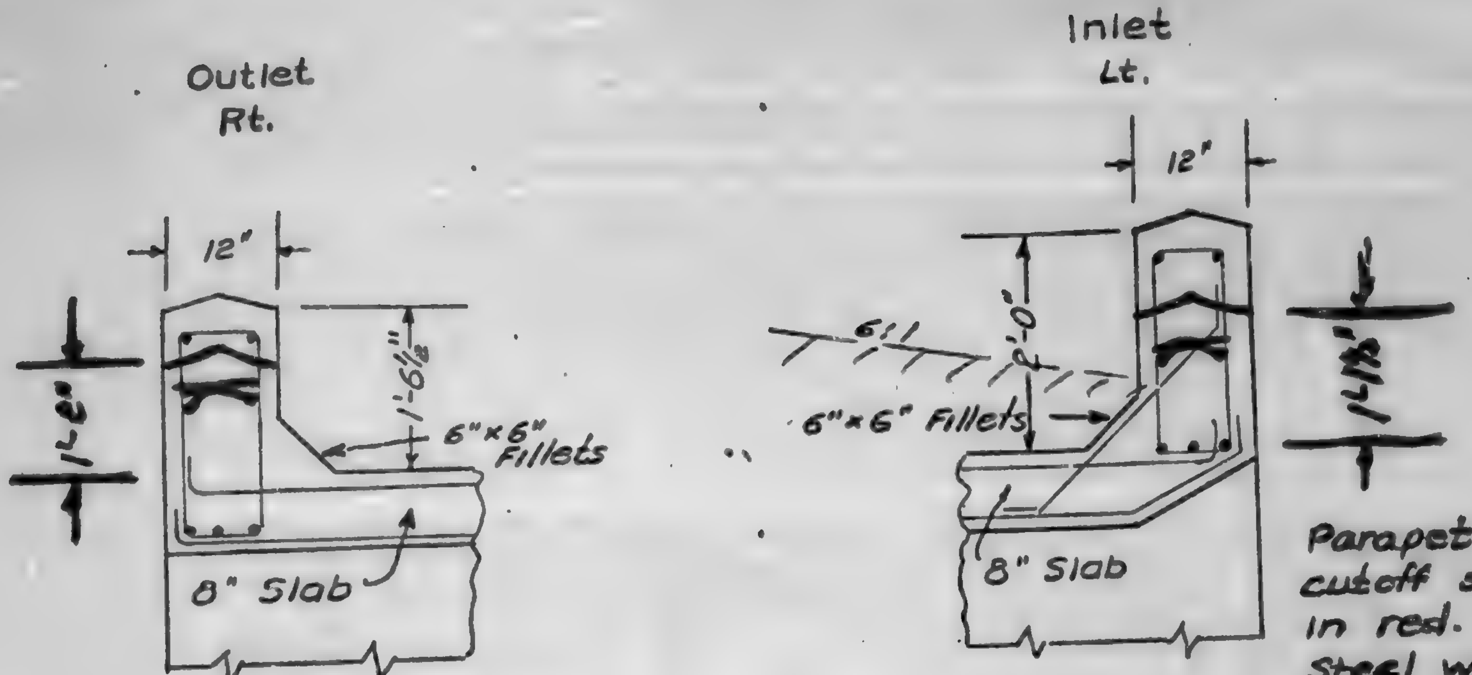
2460+00
Double 6'×4'
As Constructed

HALSEY INT - LANE CO. LINE
PACIFIC HWY - LINN CO.

CONTRACT 7499

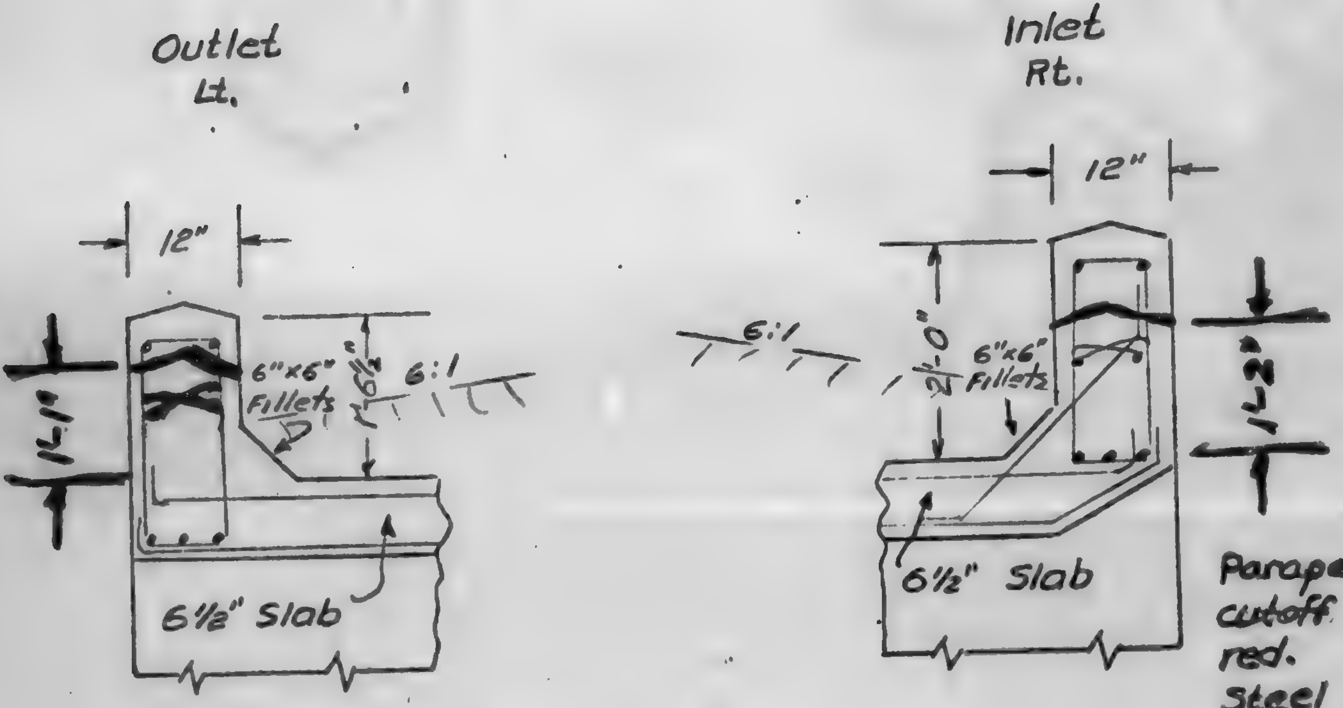
SKETCH

R.C.B.C. PARAPET
MODIFICATION


Outlet
Rt.
12"
1'-2"
1'-6½"
6"×6"
Fillets
8" Slab
Inlet
Lt.
12"
2'-0"
6:1
6"×6" Fillets
1'-1½"
8" Slab

Parapet after cutoff shown in red.
Steel was bent over. No steel was removed.

2497 + 16
Double 6'×3'
As Constructed


Outlet
Lt.
12"
1'-1"
6"×6"
Fillets
1'-6½"
6:1
6½" Slab
Inlet
Rt.
12"
6:1
2'-0"
6"×6"
Fillets
1'-2"
6½" Slab

Parapet after cutoff shown in red.
Steel was bent over. No steel was removed

2595 + 75
Single 4'×4'
As Constructed

HALSEY INT. – LANE CO. LINE
PACIFIC HWY – LINN CO.

CONTRACT 7499

SKETCH

R.C.B.C. PARAPET
MODIFICATION

REGION 2 ENGINEER
RECEIVED
DEC 6 1972
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 6, 1972
Eugene, Oregon

SUBJECT: Halsey Interchange-Lane Co. Line
Pacific Highway
Linn, County
Contract 7499
RCBC Parapets

To: Mr. J. B. Boyd
Region Engineer
Salem, Oregon

Attn: Mr. Gerald Wimer
Region Construction Engineer

Pursuant my telephone conversation with you on December 1, 1972 I am submitting this background report on the RCBC extensions, specically wingwall and parapet design, on the subject project.

Prior to the commencement of work on the box culverts Mr. Jack Martin, the assisting resident engineer for structures, submitted field data information for the extension design to the region office. This occured on June 14, 1971. Mr. Martin used form E-384 and all information such as height of fill, slopes, flow line elevations, skew angles, barrell length and any other pertinent data was shown.

On June 28, 1971 our office picked up the drawings from the bridge department. The parapet designs was on drawing 27235. I am submitting a copy of this drawing with this report. This drawing showed the parapets on the inlet side of all skewed culverts to be 2'-0" above the top of the deck. The parapets on all outlets of skewed culverts to be 2'-2" above bottom of the deck. This in effect left an extremely high parapet above the fill slope. If the fill is toed at the proper place this will leave 1'-5" exposure on inlets and about 1' on outlets. According to Mr. Martin these parapets were designed at this height for beam strenth. Mr. Martin said he called the bridge department to confirm this design.

I am sending two sketchs showing the amount cut off the parapets. No steel was removed. the steel was just bent over and the new cap poured around it . The wingwalls were constructed to the top of the deck, not to the top of the fillet as shown on the standard drawings. The appropriate drawings are attached to this report. The only 90 degree RCBC, located at the north end of the project, was built in accordance with the standard drawing in all respects.

Apparently the parapets were to serve as beams on the skewed RCBCs due to the longer lengths. I don't quite understand this in view of the minimal load on the ends of the boxes when the slopes are 6:1. There is generally less than 1 foot of material on the end of the box. I feel that if the design section felt that it was necessary to have 2 foot parapets they should have modified the wing-wall design to come within 8 inches of the top of the parapet as on a standard box culvert. We then could have filled higher to reduce the exposure and the boxes could have been somewhat shorter. Of course in retrospect, we in the field could have asked for this design change.

Ronald V. Busey
Ronald V. Busey
Asst. Res. Eng.

attachments
cc file

REGION 2 ENGINEER
RECEIVED
DEC 1 1972
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ RUE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

BRIDGE DIVISION

Name of Job Halsey Intch.-Lane Co. Line Contract No. 7493

Highway Pacific Hwy. Job No. ____

Contractor Wildish Construction Co. MR Holst on structures

____ Initial
____ Intermediate
x Final
____ Special

Inspection was made by A. A. Rear and J. Martin on November 28, 1972 (Date).

REMARKS: There had been some discussion regarding the need for removing a portion of the curbs on some of the structures on this project to satisfy the requirements of the guardrail connections to the structures. This problem has been thoroughly discussed and reviewed and it has been determined that no curb cutting is required by the plans for this project. The only other structure item reviewed at this inspection was the condition of the parapets and wing ~~entering~~ walls on the culverts throughout the length of the project. The only item requiring very much attention in the line of finishing is the parapet itself. The parapets as constructed on this project bear little or no resemblence to the plan. Wingwalls do not comply to the dimensions shown on the plans. Some modifications to the plan were required by the region office and the FHWA . These changes were made without consultation with the Bridge Section

cc: Div. Engr. J. B. Boyd
Res. Engr. J. Martin
Br. Engr. A. A. Rear

A. A. Rear /s/
Signed

5

RECEIVED
DEC 21 1972
FOR FILING

7499

Salem, Oregon
December 13, 1972

Guardrail Post Problems

E. S. Hunter
Asst. State Highway Engineer

635
645

Attached is a file on guardrail post problems on the Halsey-Lane County Line project as well as others. You will recall that you questioned the strength requirements if we accepted the posts with a relaxed specification for seasoning checks.

Mr. Walter Hart's letter of October 31 indicates that the check requirements can be relaxed and still be compatible with the strength requirements for posts. I would recommend that you have the specifications for posts changed.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Attachment

cc Tom Edwards
F. B. Klaboe
Walt Hart
C. T. Keasey
John C. Jenkins

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
A. E. JOHNSON

DATE October 31, 1972

TO Mr. A. E. Johnson
Assistant State Highway Engineer

FROM Walter J. Hart
Bridge Engineer Walter J Hart

SUBJECT Guardrail Posts Problems
Halsey-Lane County Line
Contract 7499

Special Provisions for this project refer to paragraphs in the current Industry Grading and Dressing Rules that specify the grades for posts and timbers. These grades are designed to provide high compression parallel to the grain, but there is also provided a design flexural strength adequate for guardrail posts.

One of the characteristics of these grades is single or opposite seasoning checks with a sum total equal to one-half the thickness of the post. The special provisions reduce this sum total to one-fourth the thickness, which is one of the characteristics of the grades for beams and stringers. This reduced total should be used only if the higher design flexural strength applicable to beams and stringers is desired.

The check requirements can be relaxed and still be compatible with the strength requirements for posts.

WJH

JHW:dh

RECEIVED
OCT 31 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1972

SUBJECT: Assignment 635-AEJ
Guardrail Post Problems
Halsey-Lane Co. Line Section
Pacific Highway
Contract No. 7499

To: A. E. Johnson
Assistant State Highway Engineer

FROM: CT Keasey
C. T. Keasey
Construction Engineer

Cy- Keasey
John Jenkins
J. B. Boyd
10-26-72

I have reviewed the report from John Jenkins regarding inordinate number of out-of-spec guardrail posts being furnished on the subject project and other projects around the state.

It appears that our specifications could be relaxed somewhat, as indicated by Mr. Jenkins, and I would recommend that we do so.

As for the subject project, a relaxing of the specifications would have to be accompanied by an appropriate price reduction. The $0.25 per post sounds reasonable.

Approved 10-26-72 for Halsey-Lane Co Line Project
Asst. State Hwy. Engr.

RECEIVED
OCT 2[illegible] 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CTK:fw
Attach.

SP*52475-734

FORM 2-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1972

Routing
Kessey
Welke
Johnson
RECEIVED
OCT 18 1972
CONSTRUCTION SECTION
Peese
Glenn
Litchfield
Berg

SUBJECT: Guardrail Post Problems
Halsey-Lane County Line
Contract #7499

To: Mr. A. E. Johnson
Asst. State Highway Engineer
OFFICE

This has been a bad summer for wood guardrail posts. Part of the problem has been unusually hot, dry weather which, coupled with heavy demands on the treating plants, has resulted in excessive drying of cut posts stacked in the yard while waiting for treatment. The posts when they were finally treated had seasoning checks and other seasoning defects to the degree that major portions of charges were rejected in the plant. Apparently some of these out-of-specification posts have found their way to projects such as Halsey-Lane County Line, where they have been rejected.

Recently the problem has been amplified by the wood market conditions wherein 2 x 4 and 2 x 8 material is priced $20 per MBF over guardrail stock. The guardrail material is therefore going into 2 x 4's and the treating plants are unable to obtain material to replace the rejected posts. It is our understanding that this condition may last for 3 to 6 months.

As you know, our wood guardrail post specifications are based on a design flexural strength of 1200 psi. The 1970 wood grading rules as published by Western Wood Products Association and West Coast Lumber Inspection Bureau (based on American Lumber Standards Committee Specifications) indicate this strength for Douglas Fir graded "No. 1" and Hemlock graded "Select Structural", whereas Ponderosa Pine, which we also use to the extent that it is available, has a "Select Structural" rating of only 1000 psi. We have also made the specifications for Hemlock and Pine more restrictive through the additional requirement that single or opposite seasoning checks shall have a sum total average depth not to exceed 1/4 the thickness of the material. These requirements are found in project special provisions.

In addition, our 1970 Standard Specifications, Section 710.04, establish maximum seasoning check widths at the plant and on the project. These widths (3/8" at the plant, 1/2" in the field) were determined in conference with the treating plants about 5 years ago to insure that posts would be adequately treated at the plant and

RECEIVED
OCT 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

would not open up in the field and expose white wood. We also went beyond the American Wood Preservers Association requirements for retention from 8 lb per cu ft to 10 lb per cu ft for creosote (a requirement which is now standard for ground contact) and penetration from 1/2-inch to 3/4-inch (the AWPA standard requirement for Ponderosa Pine is 2.5 inches). I believe the 3/4-inch penetration was specified by Oregon as additional assurance that the retention would be 10 pcf.

Because of the summer drying problem we have experienced difficulty in getting posts which meet, at both ends, the requirement that the sum of opposite checks shall not exceed 1/4 the thickness. Checks are considered triangular in profile, so that the average depth is 1/2 the depth exposed on the cut end of the post, and the sum of average depths equal to 1/4 the thickness means that, for a post actually 7 1/4 inches on a side, there must be 3 5/8 inches of sound wood between bottoms of the opposite checks. ?

It should be remembered that the basic requirements for Select Structural and No. 1 posts under the WWPA specifications allows opposite checks to total 1/2 the thickness or, in other words, the bottoms of the triangular checks may meet at the center of the post. Also, splits in the end of the post (extending clear across the end of the post) may extend down the length of the post a distance equal to 3/4 the width of the post for Select Structural, or equal to the width of the post for No. 1. We seem to be in the position of rejecting posts for seasoning checks which are much less severe than an acceptable split. We plan to meet with the post suppliers within the next month to review these specifications and perhaps relax the check requirements.

[redacted]

We feel that a penalty of 25 cents per post on the Halsey posts is reasonable. The posts do not meet the specifications applicable to this project, but most would apparently meet the WWPA requirements for a Select Structural post. The difference in price between a Select Structural and No. 1 post is 60 cents. The check dimensions of the subject posts are about half way between our requirements and those of the standard Select Structural.

John Jenkins

JCJ:eb

JOHN C. JENKINS
Engineer of Materials & Research

cc: Region Engineers
Construction Engineer
Ronald Busey
Ed Rief

[illegible] STATE COPY

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7499

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
STATE HWY ENGR
DEC 14 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO
~~G. L. Green, Division Engineer~~
~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE December 6, 1972

Federal-aid Project
No. I-5-4(69)204

FROM

L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

cy Const 12-14-72

SUBJECT Request Contract Acceptance

Contract 7499 Work Completed November 28, 1972

Project Halsey Interchange - Lane County Line

Highway Pacific

County Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 29, 1972

Conditions not acceptable: Final inspection made and project considered as acceptable.

for G. K. Hosner
G. L. Green
Division Engineer

cc: F. B. Klaboe ✓
L. H. Young

5

STATE COPY

OSHD (Johnson)
Region
Wash DC

DEC 1972

11-29-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10 7499	REPORT NO. 20	COUNTY Linn	DIVISION Division
DATE OF INSPECTION 11-29-72	INSPECTION MADE BY P. V. Riedl, Area Engineer		PROJECT NO. I-5-4(69)204
IN COMPANY WITH See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 115 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

CY Const 12-21-72

DEC 20 1972
REGIONAL OFFICE

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION
INTERSTATE 5
Pavement Overlay and Safety Improvements

This is a final inspection on the subject project. The project was inspected by Ron Busey, Resident Engineer; Jim Chaney, Resident Engineer; Jerry Wimer, Regional Construction Engineer; John Walker, OSHD; Norm and Jim Wildish, Contractors; and Paul Riedl, Area Engineer.

The project was satisfacterily completed on 11-28-72. The contract time overran approximately 63 days. The contractor plans to submit a request for an extension of time for this entire period. A preliminary review indicates that there may be some justification for some of the items that the contractor may consider. These will be evaluated at the time of submission.

The materials incorporated into the project are in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
DEC 21 '72
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

12-21-72
Johnson
CY Young

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7499

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 27, 1972

TO G. L. Green, Division Engineer
~~[illegible]~~
Federal Highway Administration

Federal-aid Project
No. I-5-4(69)204

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7499 Extra Work Order No. 11

Project Halsey Interchange - Lane County Line

Highway Pacific

County Linn

This order covers the cost to shop bend and ship to the project additional guard rail members required to connect new guard rail to existing at the Diamond Hill Rd. Interchange. The contractor will also be required to move approximately 10 existing guard rail posts to allow connection of the two guard rail runs. All of the work required by this order was not called for by the contract or shown on the plans.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 31, 1972.

Your approval as of October 31, 1972 is requested.

Attach.

BMW:dgk

5

RECEIVED
NOV [illegible] 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7499

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 20, 1972

TO ~~C. L. Green, Division Engineer~~
~~[illegible]mpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-5-4(69)204

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7499, Extra Work Order No. 10

Project Halsey Interchange-Lane County Line

Highway Pacific

County Linn

This Order covers the cost to level and seed dirt and rock piles at the Bond Butte Quarry site which were left from previous contracts in this area. Leveling and seeding of these piles will improve the appearance of the quarry site which is visible from the highway.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, November 2, 1972.

Your approval as of November 2, 1972 is requested.

DMW:lb

Attach.

RECEIVED
NOV 20 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7499

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 20, 1972

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

Federal-aid Project
No. I-5-4(69)204

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7499, Extra Work Order No. 9

Project Halsey Interchange-Lane County Line

Highway Pacific

County Linn

At several locations on this project the parapets on RCBC's extend out of the slopes to a height to present a hazard to vehicles. This Order covers the cost to remove and replace shorter parapets at seven of these locations and the placement of earth and rock at the others to allow only a four-inch exposure on the parapets.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, October 31, 1972.

Your approval as of October 31, 1972 is requested.

HMW:bb
Attach.

5

RECEIVED
NOV 9 - 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7499

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 8, 1972

TO G. L. Green, Division Engineer
~~R. C. Thompson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-5-4(69)204

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7499 , Extra Work Order No. 8, Revised

Project Halsey Interchange-Lane County Line

Highway Pacific

County Linn

The Order covers construction of membrane waterproofing on bridge decks, epoxy concrete paving dams and installing compression joint seals at expansion joints. In addition, this Order will cover removal of the top course of pavement previously placed at the north end of the northbound bridge.

Attached are copies of letters from the Regional Construction Engineer and the Federal Liaison Engineer.

The original order was approved by your office on Sept. 22, 1972.

Your approval of the revised order retroactive to Sept. 22, 1972 is requested.

JK:bb

Attach.

RECEIVED
NOV [illegible] 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7499

DATE November 8, 1972

TO G. L. Green, Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-5-4(69)204

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7499, Extra Work Order No. 7

Project Halsey Interchange-Lane County Line

Highway Pacific

County Linn

The Order covers removal of a portion of the bituminous base placed in the southbound lanes at the end of Bridge No. 8244. This work is necessary to accommodate the proposed deck waterproofing and overlay.

Attached are copies of letters from the Regional Construction Engineer and the Federal Liaison Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 8, 1972.

Your approval as of September 8, 1972 is requested.

JK:bb

Attach.

5

RECEIVED
[illegible] 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

1849½ Garden Avenue . . . . Eugene, Oregon 97403

NOTED
A. E. JOHNSON

7499

November 3, 1972

RE: Halsey Interchange-Lane County Line
Pacific Highway
Linn County
Contract No. 7499

Wildish Construction Company
P.O. Box 1106
Eugene, Oregon 97401

RECEIVED
NOV 6 1972
CONSTRUCTION
SECTION

Routing
1 Kessey
2 Bond
4 Walker
Johnsen
Pease
3 Glenn
Litchfield
5 Berg

Gentlemen:

Pursuant with Mr. J. B. Boyd's letter dated October 27, 1972, I am accepting the paving on the subject project as being completed. This is being done in accordance with Section 105.17 of the "Standard Specifications for Highway Construction 1970".

It is understood that any damage to the pavement occuring as a result of your contract operations between now and the final acceptance of the entire project will be repaired at your expense.

RECEIVED
NOV 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Send copy to Al Johnson
AR

Ronald V. Busey
Ronald V. Busey
Asst. Resident Engineer

cc Construction
Region 2
file

RECEIVED
OCT 1[illegible]2
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7499

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 12, 1972

TO
G. L. Green, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

FROM
ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

Federal-aid Project
No. I-5-4(69)204

SUBJECT Request Change Order Approval

Contract 7499 Extra Work Order No. 8

Project Halsey Interchange - Lane County Line

Highway Pacific

County Linn

The order covers construction of membrane waterproofing on bridge decks, epoxy concrete paving dams and installing compression joint seals at expansion joints.

Attached are copies of various letters documenting the need for this work.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on September 22, 1972.

Your approval as of September 22, 1972 is requested.

Attach.

JK:dgk

RECEIVED
OCT 19 1972
FOR FILING
FORM 2-90 (REV. 10-69)

7499

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1972

SUBJECT:

To: Metropolitan Engineer
Region Engineers

NOTED
A. E. JOHNSON

FROM: C. T. Keasey By KB
C. T. Keasey
Construction Engineer

The attached letter from J. E. Wilson lists some of the current jobs on which we have been getting failing record test results on ductility of asphalt.

Since the Laboratory performs ductility tests on only the progress record samples, it will be necessary to send in job control back-up samples to determine the exact extent of failing tonnage in the instance where the progress record test is failing. The procedure to be followed in submitting these samples will be as outlined in Mr. Wilson's letter. If, in accordance with our standard penalty guideline procedures, an excess amount is failing, a Price Agreement is to be submitted to cover the non-spec material.

Failures on ductility have thus far been limited to the Arabian asphalts being supplied by Chevron Asphalt and Douglas Oil Companies since June of this year. However, it should be recognized that some of the smaller asphalt suppliers, such as "Blackline", do acquire their asphalt from the larger companies. Therefore, a check should be made on all jobs paved this year.

KLB:fw
Attach.
cc: A. E. Johnson
John Jenkins

RECEIVED
OCT 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-65)

Routing
Keasey K
Walker
Johnson
RECEIVED
OCT 2 1972
CONSTRUCTION
SECTION
Pease E
Glenn
Litchfield
Barg KR

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1972

SUBJECT: Asphalt Cement Record Samples
Low Ductility

To: Mr. C. T. Keasey
Construction Engineer
OFFICE

Test records for asphalt samples tested in 1972 from contract projects have been reviewed. It has been found that record samples from several projects do not consistently comply with specification requirements for ductility. Chevron Asphalt Co., the supplier, and Douglas Oil Co. have been contacted and the situation should be corrected for continued acceptance of their certificate of compliance. Since record samples do not represent a specific quantity of asphalt for penalty assessment and check samples are not normally tested for ductility, it is necessary that back-up check samples be tested for ductility.

All back-up check samples representing asphalt used during a period of time with low ductility as indicated by record samples should be submitted to the laboratory for ductility testing. In a case of one or more low ductility record samples, all back-up check samples obtained following the last record sample in compliance and until the next satisfactory sample should be submitted. This testing should provide documentation for penalty assessment or specification compliance.

The following is a list of projects which our records indicate as having used low ductility asphalt. Asphalt samples from other projects with low ductility should also be submitted for test as outlined above.

1. Jumpoff Joe Creek-Grants Pass Section #7561.
2. Olds Ferry-N. Fork Jacobsen Gulch #7670.
3. Veneta, 5th Street #7759.
4. Richland Inter.-S. Baker Interchange #7539.
5. Bubbs Ranch-Weatherby #7395.
6. Halsey Inter.-Lane Co. Line #7499.
7. Baldock Slough-Richland Inter. #7491.

JOHN C. JENKINS
Engineer of Materials & Research

By J. Wilson
J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:eb

cc: A. E. Johnson
C. T. Keasey

SP*93479-734

RECEIVED
SEP 20 1972

FOR FILING
FORM 2-90-X 12-67

5

7499

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1972

SUBJECT: Stockpile Storage of
Asphalt Concrete Mix
Halsey-Lane Co. Line Section
Contract No. 7499

To: J. B. Boyd
Region Engineer

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

A review of the tests conducted by Jim Wilson on the asphaltic concrete mixtures on the subject project and of Mr. Wilson's conclusions indicates that the stockpiling of hot A.C. mix has deleterious effects especially on the ductility and penetration of the asphalt cement which will lead to early aging and a shortened useful life of the material. Other harmful effects are also noted.

This practice should be discontinued.

CTK:fw

cc: A. E. Johnson
J. E. Wilson

RECEIVED
SEP 19 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1972

To: C. T. Keasey
Construction Engineer
OFFICE

SUBJECT: Asphalt Concrete
Stockpile Storage
Halsey Interchange-Lane
Co. Line, Contract #7499

Penetration and Ductility tests have been made on asphalt reclaimed from asphalt concrete sampled on the Halsey Interchange-Lane Co. Line project. One series of tests #72-13820-1 were made with silicone treated asphalt and a second series #72-17435-7 without silicone. In each case the mix was sampled directly from the paving plant and again after 6 to 13 hours of stockpile storage.

Both series of tests indicate considerable loss in penetration and ductility resulting from mix storage. Ductility is reduced from 19 cm. to more than 58 cm. The penetration loss of 4 to 12 units is not desirable when considering the average rate of hardening which is 3.24 units per year of pavement service. This early oxidation of asphalt with reduced pavement quality will certainly result in premature failure of the pavement structure.

We feel that stockpile storage of asphalt concrete mix should not be allowed. Disadvantages other than early aging of the asphalt include mix segregation during stockpiling, variation in mix workability or asphalt viscosity during laydown, and compaction differential due to temperature variation.

It is recommended that a specification limitation be established for storage of asphalt concrete. The attached tests indicate that a six hour time limit from mixing to laydown will provide asphalt within our asphalt specification requirements for thin film oven aging.

JOHN C. JENKINS
Engineer of Materials & Research

By J E Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachments

JEW:eb

cc: J. B. Boyd
G. Wimer
J. Chaney

K

SP*53475-734

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JUL 24 1972
FOR FILING

7479

622-1037

REGION 2 ENGINEER
RECEIVED
JUL 13 1972
RE ACE RME RTE ROE
ULE GEO TA FILE

Routing
RECEIVED
JUL [illegible] 1972
CONSTRUCTION SECTION
Johnson

OREGON STATE
HIGHWAY DIVISION

1849½ Garden Avenue . . . . Eugene, Oregon 97403

July 11, 1972

RE: Halsey Interchange-
Lane County Line Section
Pacific Highway
Linn County
Contract No. 7499

Wildish Construction Company
P.O. Box 1106
Eugene, Oregon 97401

NOTED
A. E. JOHNSON

RECEIVED
JUL 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Gentlemen:

Attached is a copy of the work progress chart on the subject project. Work progress has been depicted through August 8, 1972.

The chart shows that if the earth work is maintained on the same average, the grading work will not be completed until about mid October. If the peak earth work production is resumed and maintained, the grading work will not be completed until about mid September. In any event, the earth work progress is unsatisfactory with respect to contract time elapsed.

The chart indicates that the drainage work is lagging.

A review of the 1971 work progress for the paving items indicates that about 17 per cent of the total asphaltic mixture was placed monthly. At this peak rate, more than two months will be required in order to complete the paving work. This paving rate, if started now, will not complete the paving work within the contract time allowed.

Another progress item too small to record on this chart is the shoulder aggregates. Records indicate that you have produced about 135,000 tons but have placed only about 44,000 tons. There is about 86,000 tons remaining to be produced. At last years aggregate production rate, about 86 shifts will be required to complete the production of shoulder aggregates. If the placement rate is not increased, the shoulder aggregrate will not be completed until late September.

Send copy to
A E Johnson

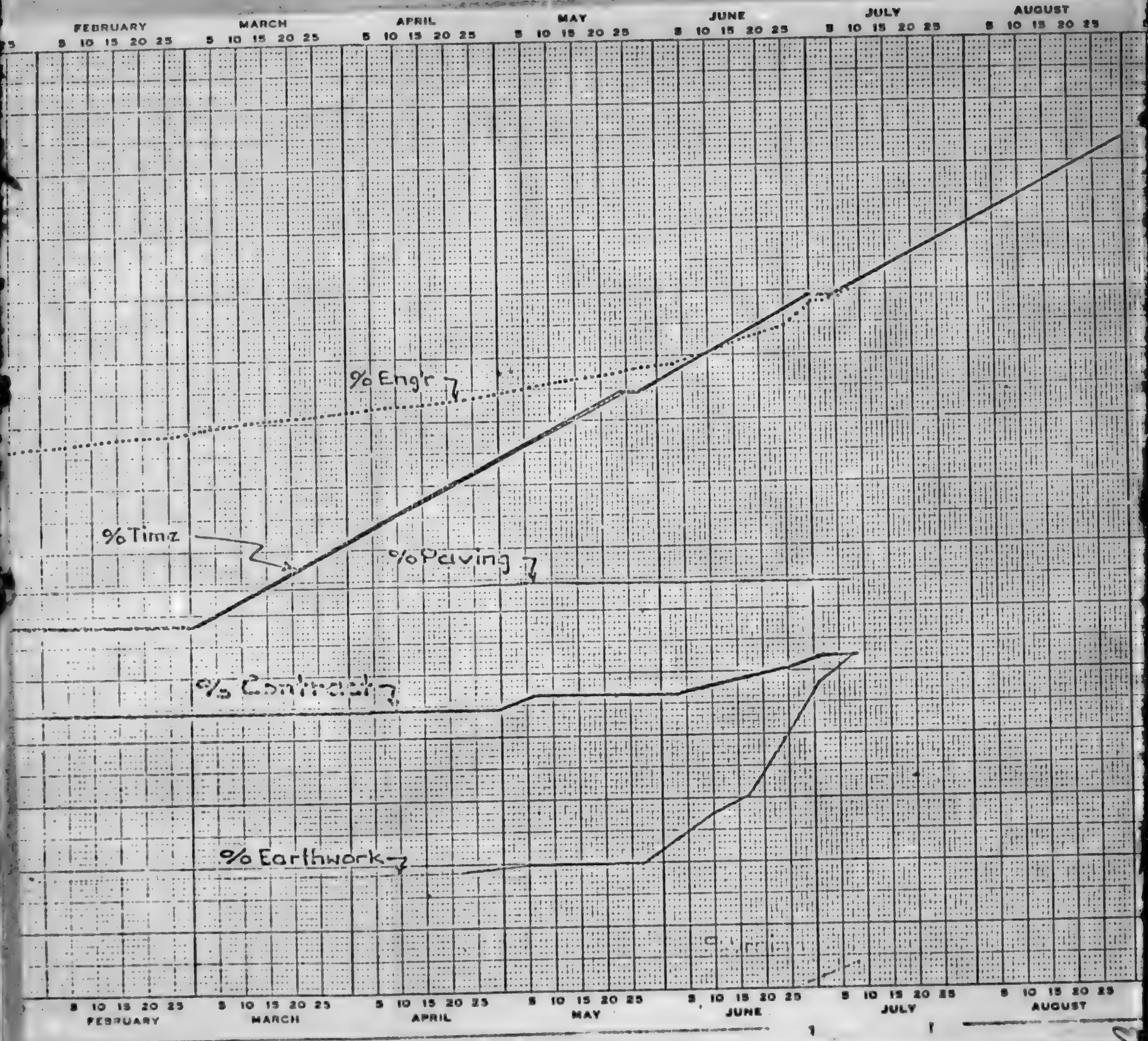
cc CT Kersey w/attach

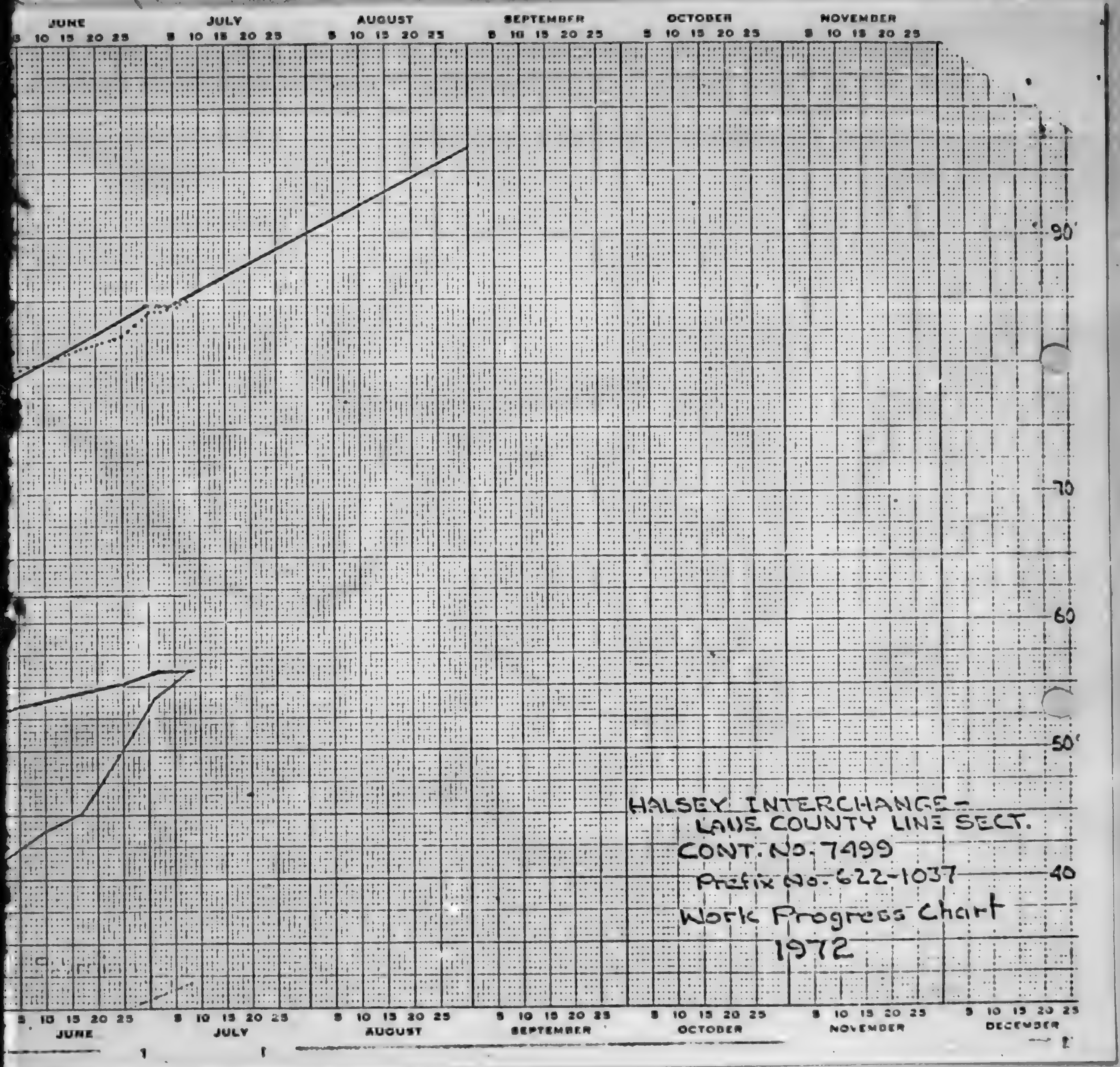
The attached chart indicates that the progress of almost all phases of work will need to be increased in order to complete the project within the contract time allowed.

Very truly yours,

James E. Chaney
Resident Engineer

cc: Region 2
File


FEBRUARY
MARCH
APRIL
MAY
JUNE
JULY
AUGUST
5 10 15 20 25
% Eng'r
% Time
% Paving
% Contracts
% Earthwork



HALSEY INTERCHANGE-
LANE COUNTY LINE SECT.
CONT. NO. 7499
Prefix No. 622-1037
Work Progress Chart
1972

RECEIVED
JUN 26 1972

FOR FILING

7499

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 22, 1972

Federal-aid Project
No. I-5-4(69)204

TO
Glen L. Green, Acting
~~R. E. Simpson,~~ Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7499 Extra Work Order No. 6

Project Halsey Interchange-Lane County Line

Highway Pacific

County Linn

The Order covers lengthening the tapers at the end of the paving panels. This work is necessary in order to provide tapers which will adequately handle freeway traffic speeds.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 8, 1972.

Your approval as of June 8, 1972 is requested.

Attachments

JK:kds

RECEIVED
JUN 22 1972
FOR FILIN

7499

June 21, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-5-4(69)204

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY

L. N. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7499 Extra Work Order No. 5

Project Halsey Interchange-Lane County Line

Highway Pacific

County Linn

This order covers the installation of Uniroyal 6125 liquid membrane on the decks of Bridges 8245A, 8244A and 8251A. Where as no provisions were made in the contract for deck seal on this project, this installation is necessary to protect the structure decks from corrosion. To insure the material is installed in accordance with the manufacturer's specifications and recommendations, a factor representative will be required to be on the work site during installation of the membrane material.

This work was tentatively recommended for approval by the Federal Highway Administration Division Bridge Engineer March 20, 1972.

Your approval as of March 20, 1972 is requested.

Attachments

RGW:js

7499

Form [illegible]

STATE COPY G-1A

OREGON STATE HIGHWAY DEPARTMENT

...OVED EFFECTIVE DATE 3-31-72
contingent upon modification of project agreement if additional funds are required
G. K. Hosmer
Dist Engineer

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Halsey Interchange-Lane County Line / Date April 7 .... 1972 /
5-9-72

Highway Pacific / Contract No. 7499 /

County Linn / Prefix 622-1037 /

Contractor WILDISH CONSTRUCTION COMPANY / F. A. Project No. I-5-4(69)204 /

Address P. O. Box 1106 Eugene, Oregon 97401 / Order No. 4 /

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Provide detour signing in accordance with attached drawing, sketch map and specifications.

NOTED
A. E. JOHNSON

to Constr 5-16-72

Location by station numbers:

1975 to 2395
Halsey Interchange to Diamond Hill Road Interchange

Estimate of quantities and cost:

Materials..........	$875.00
Equipment..........	330.00
Labor..............	395.00
TOTAL COST.......	$1,600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work is made necessary by the narrow restriction of the roadway at its approach to the Southern Pacific Overcrossing Structure during the removal and replacement of the existing roadway surface. The removal and replacement of the existing roadway surface is a provision of the plans and specifications. The detour is applicable only to over 12-foot wide vehicles. Work covered by this order has not been started. (Over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,764,287.81	
Present estimate of project cost, including $1,600.00 for work under this order	$4,771,383.06	
Expected ~~XXXXXXXX~~ over-run amount	$7,095.25	
Expected ~~XXXXXXXX~~ over-run per cent	0.15%	

Submitted by: James E. Chaney /
James E. Chaney
Resident Engineer

Approval Recommended:
Construction Engineer or

Approval Recommended: /

Approved:

Materials salvaged will be considered the value of concrete forming plywood and strutting. The material will be salvaged by the contractor. Appropriate credits will be allowed by the contractor and shown on the billings submitted for payments. Upon receipt of appropriate credits for the salvaged materials, the materials will become the property of the contractor and shall be disposed of in a manner not unsatisfactory to the engineer.

RECEIVED
MAY 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DISTRIBUTED

FOR FILES

7499

Salem, Oregon
March 17, 1972

MEMO TO THE FILES

RE: Halsey Interchange-Lane County Line Section
Contract No. 7499

A meeting with Region and Construction personnel was held with Norm Wildish and personnel from Wildish Construction Company on March 14, 1972. This meeting was primarily to discuss their scheduling of operations on the subject project on I-5. They intend to start work about the third week in April on the SPRR Overcrossing portion of the paving in which they have to take out approximately 300 feet of the existing pavement to an approximate 19-inch depth. Half of the roadway will be excavated at a time on either side of the overcrossing structures in both the north and southbound lanes.

The regular paving program has been scheduled to start with patching as necessary followed by the paving; this to start approximately about the middle of May. As far as the earthwork portion is concerned, they have set a June 1 starting date that they hope to begin operations. This will, of course, be dependent on the soils conditions and weather at that time. Last year, they were not able to start until in July.

They still want to complete this project by the September 20, 1972 date. Of course, all operations are going to have to run fairly smooth in order to do this. Attached is the agenda of items that were discussed at this meeting. Also attached is the present status of the items that are left to be done. It should be noted that at the present time about 52 percent of the contract authorization has been completed. There has been approximate 62 percent of the paving completed, approximate 35 percent of the earthwork completed, and there has been slightly over 70 percent of the engineering cost expended to date.

The contractor has a new proposal pertaining to borrow sources for earthwork in which he will propose to reduce some of the material yardage which has to come from the mandatory borrow and make this up with some of his own borrow area. As he did not have this proposal available or worked up, he will bring this up at a little later date when all of the details have been worked out.

He also noted at this meeting that there was a possibility that he would acquire a larger paving machine in which he could pave up to width of 22 feet or greater. If he can obtain this machine, it will definitely help the paving operation for this project.

A considerable amount of discussion evolved around obtaining a good smooth riding pavement for this job, and it was noted that a considerable amount of preliminary patching would be necessary prior to the placing of the final lift of paving in order to obtain a smooth pavement.

John H. Walker
Quality Control and Training Engineer

RECE
MAR 1
OFFICE OF

NOTED
A. E. JOHNSON

JHW:fw
Attach.
cc: A. E. Johnson
J. B. Boyd
J. E. Chaney

(Walker)

Time Runs to Sept 1972

March 14, 1972
Eugene, Oregon

CONSTRUCTION CONFERENCE
AGENDA
HALSEY INTERCHANGE - LANE CO. LINE

I S.P.R.R. Railroad Oxing
  A. Excavation
    1. Timing (Possibility of not finishing at noon Friday)
    2. Detour of traffic.

II Earthwork — Approx. 600,000 Cy. set up on Job. - 35% Complete 3/14/72 now
  A. Borrow Sources & Distribution of Mat'l
    1. Bond Butte
      a. Reduce to approx. 300,000 C.Y. (Mandatory 390,000 Org. from Borrow Bond Butte.)
    2. Additional Sources
      a. Near airport
      b. Present pit S.E. Rest area
      c. Pit S.W. Rest Area

III Paving
  A. Equipment & Workmanship
    1. Type Machine
      a. Condition
    2. Paving Procedures
      a. Joints
      b. Rolling
      c. Grade control
  B. Top Lift Paving Schedules
    1. Vertical joints
    2. Paving Widths (22' & 16')

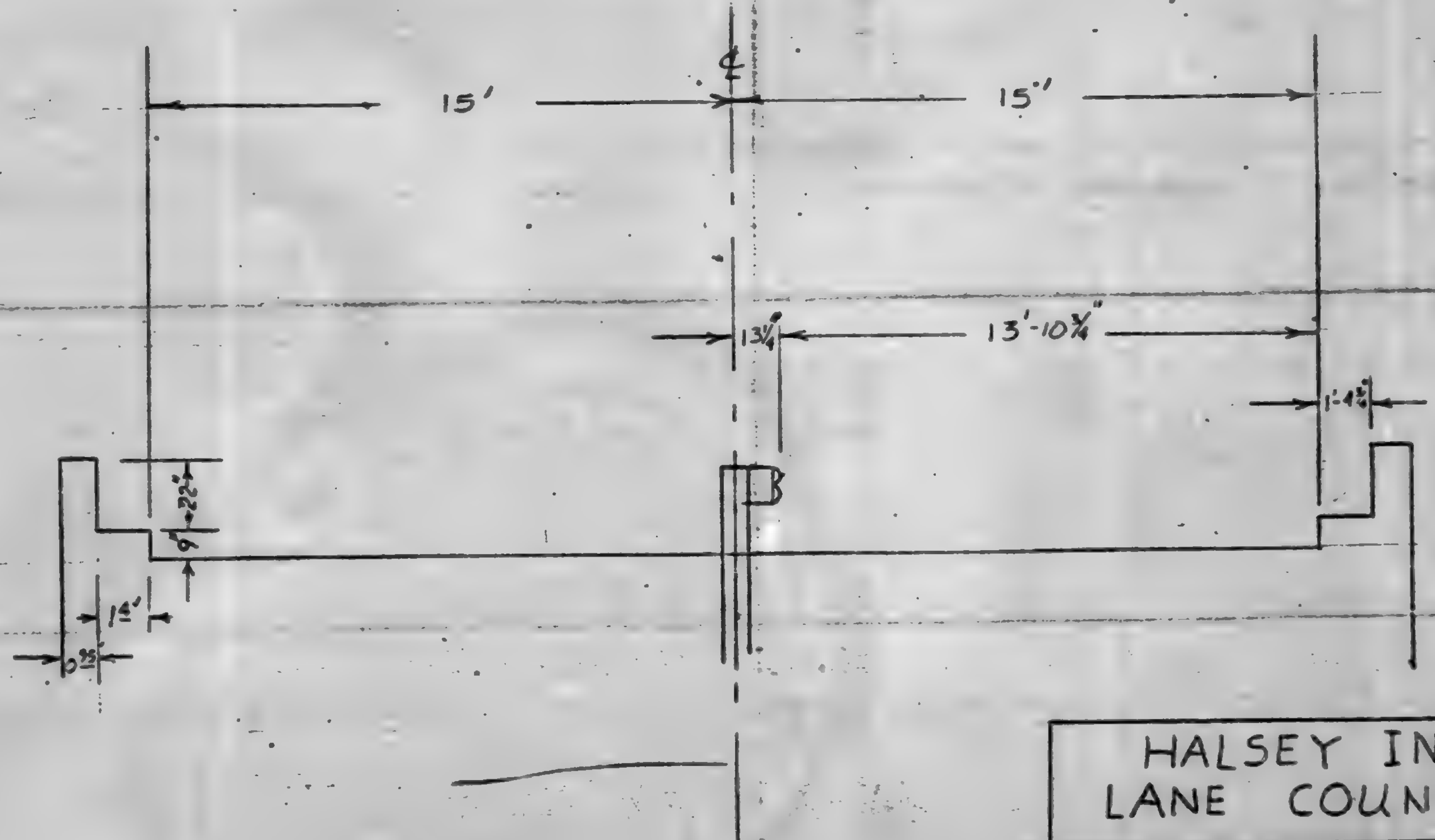
IV Misc.
  A. Conclusion

STATUS PAVEMENT ITEMS MARCH 14, 1972
HALSEY INTERCHANGE - LANE CO. LINE

DESCRIPTION	TOTAL	PERFORMED TO DATE	REMAINING
Class "C" Leveling	32,160 Tons	32,160 Tons	------
Class "A" Base	119,840 Tons	93,262 Tons	26,578 Tons ✓
Class "B" Base	72,276 Tons	45,075 Tons	27,201 Tons
Class "B" Top	54 ,524 Tons	--0--	54,524 Tons ✓
Totals	278,800 Tons	170,497 Tons	108,303 Tons
Percentages	100%	61.2%	38.8%

TYPICAL SECTION
SPRR O'XING

W/ STAGE CONSTRUCTION FOR
ONE LANE CLOSURE


15'
℄
15'
13¾"
13'-10¾"
1'-4⅝"
22"
6"
1½'
0.95'

HALSEY INTERCHANGE- LANE COUNTY LINE	
Highway PACIFIC	Contract 7499
Date 8-17-71	Project No. I-5-4(69) 204

Halsey Sect.
Lane Co Line

Meeting
Wildish Const Co.
3/14/72

([illegible])

(1.) S.P. R.R. Overcrossing
3rd Week in April [illegible] 17th April.

(2) Start Paving (Paving middle of May.)

(3) Earthwork - June 1st (Hope to Start.)

(4) Still planning to complete by Sept 20th, 1972

①

S.F. Overcrossing — 300' [illegible] & Paving

1 [illegible] possible completion at Friday Noon (weather etc.)

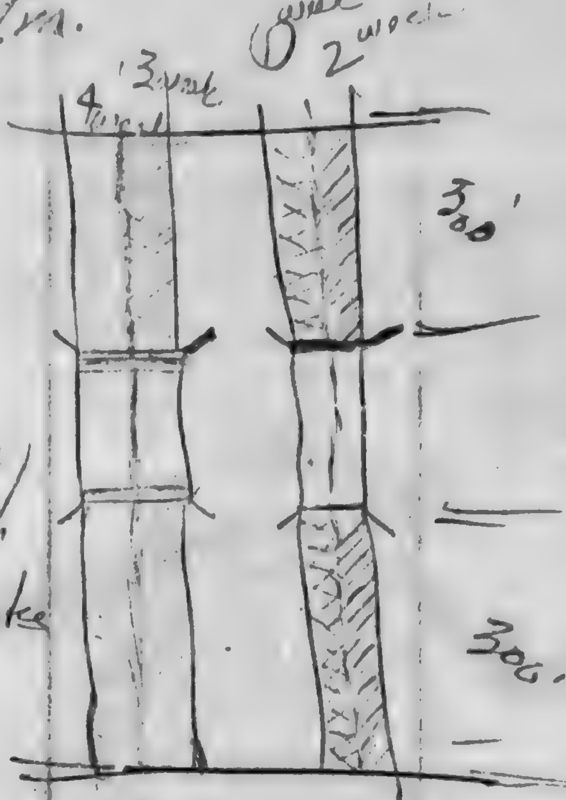
Wide Long Days

- Mon [illegible] 1st day [illegible] for placing Traffic signing [illegible] rail & etc.
- Tue [illegible] move pavement - ([illegible]) + [illegible].
- Wed - Pave.
- Thur - Complete Pvt. in A.M.
- Fri. -

4 Week Schedule

Will use disc or Cat to cut Pavt.

Will have to stop traffic for. Cut at ℄ Possibly 10 minutes for maybe 4-5 passes

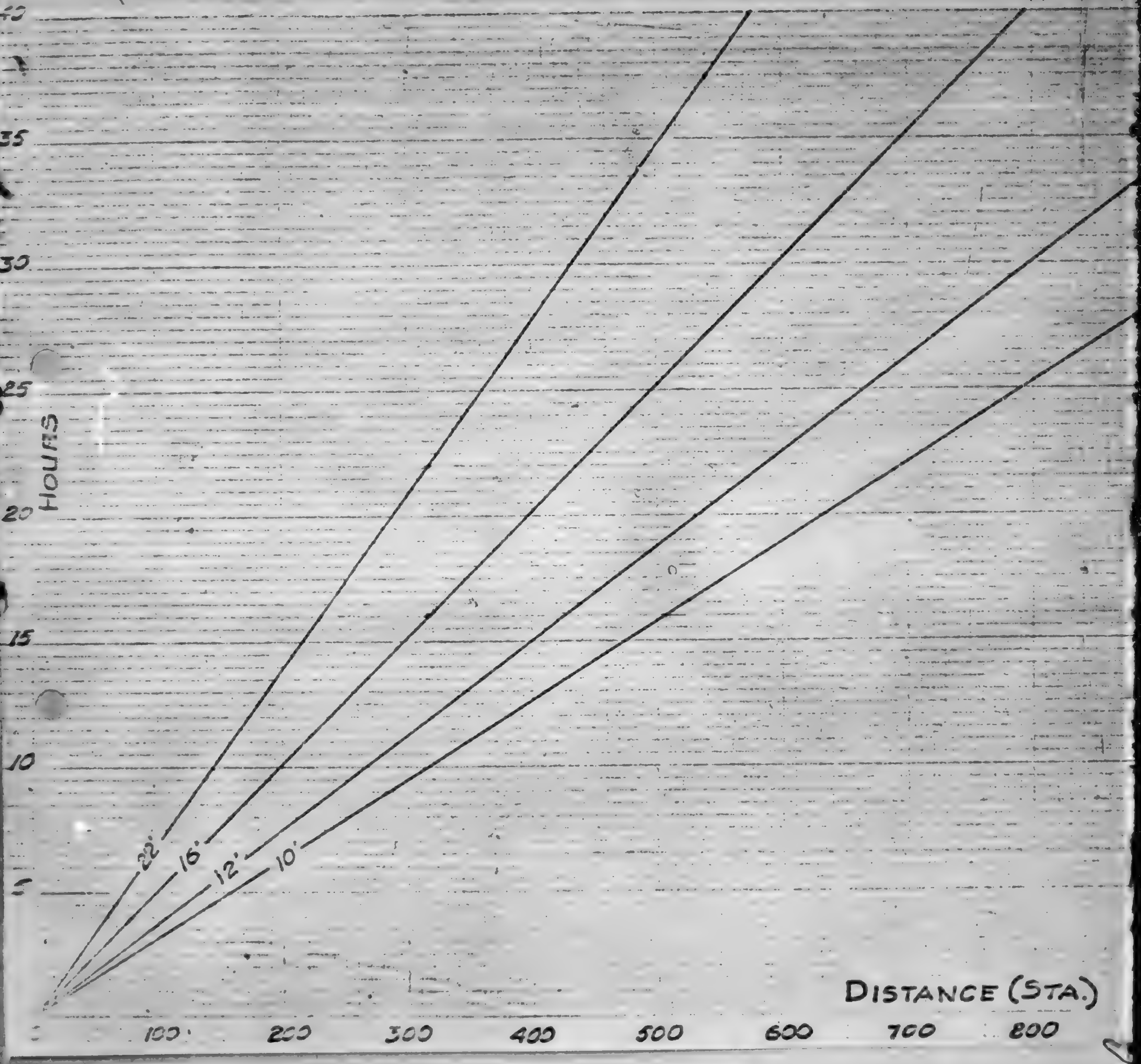


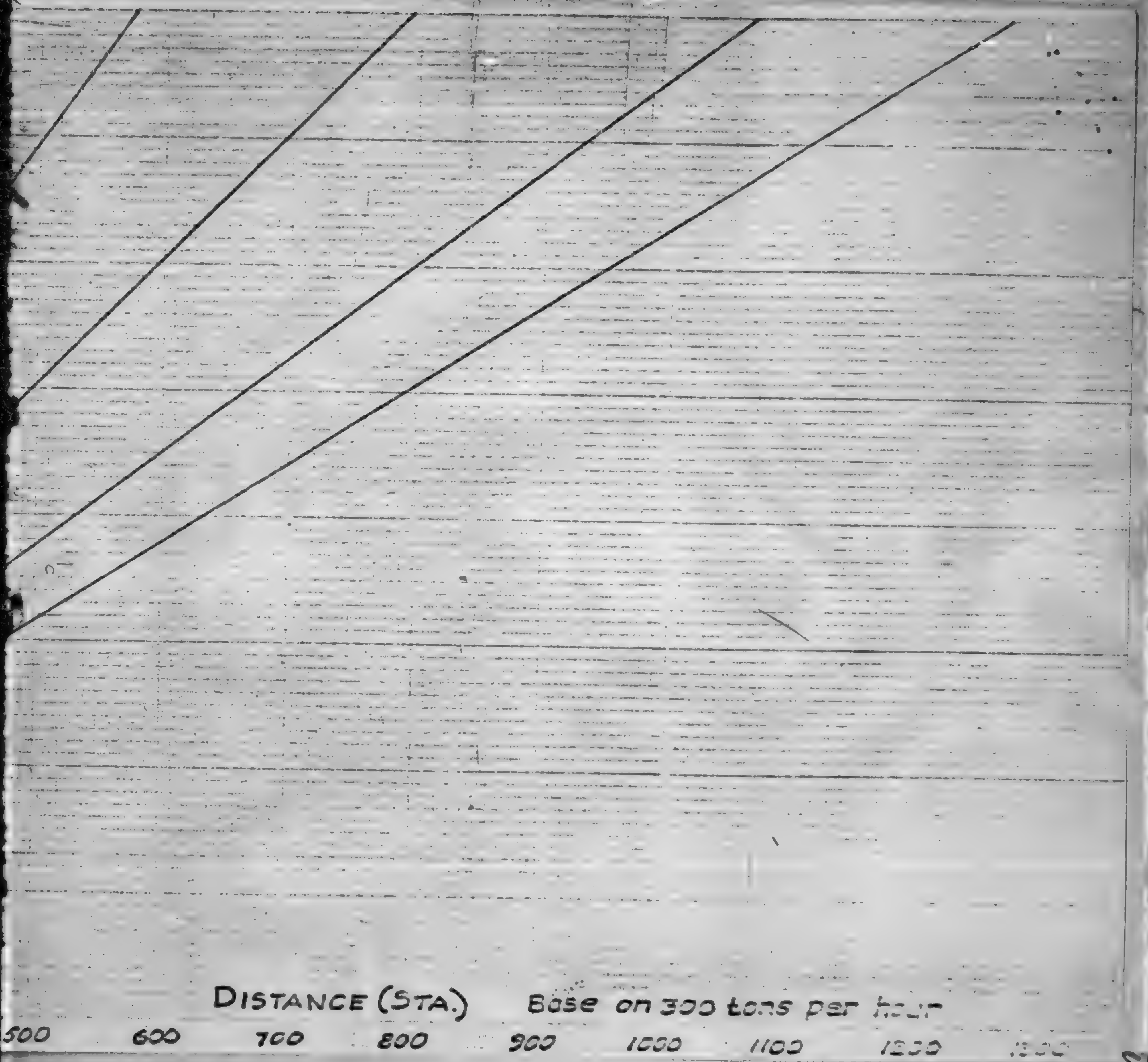
② Earthwork. — Will present a plan + Proposal later.

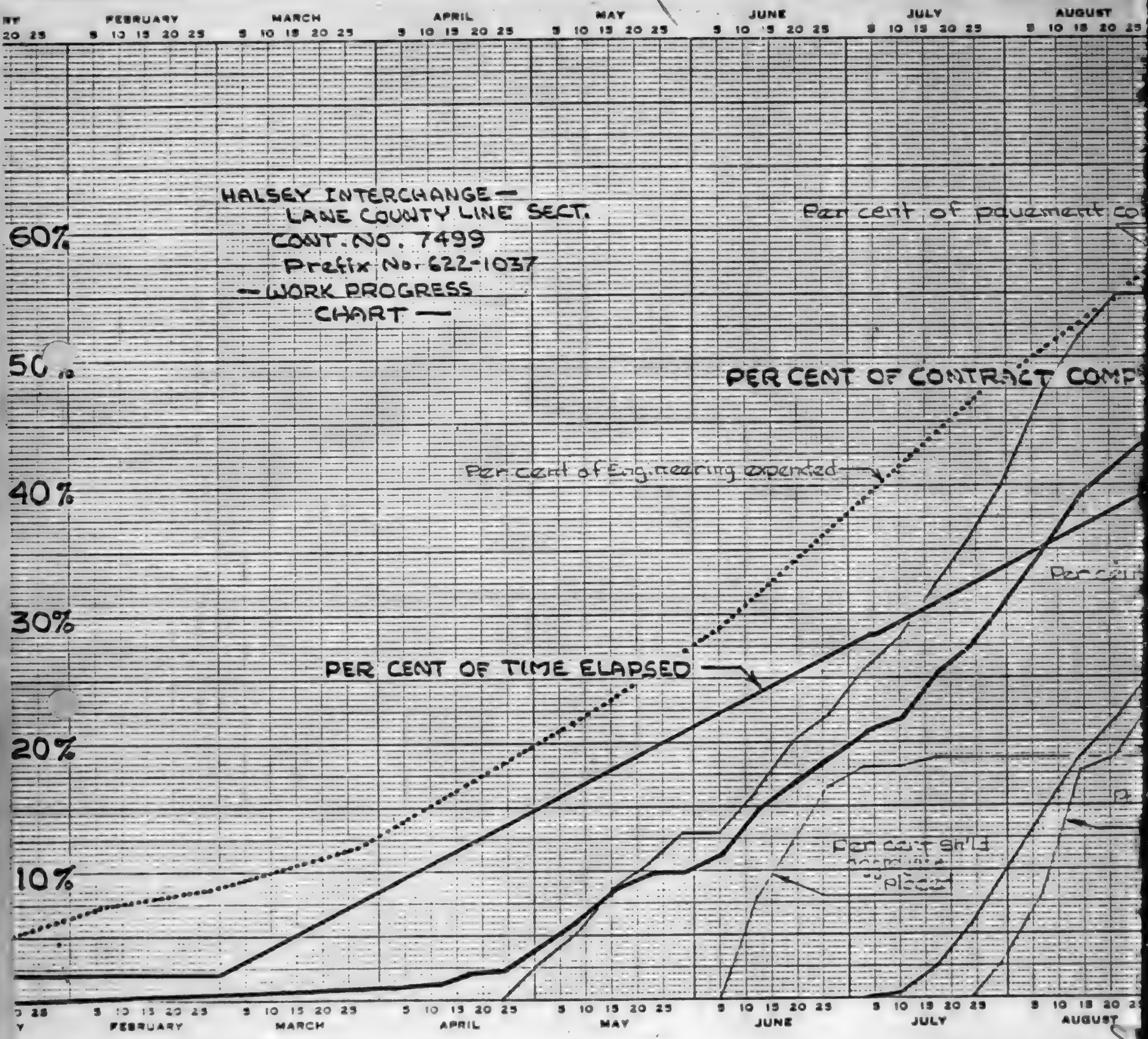
③ Paving

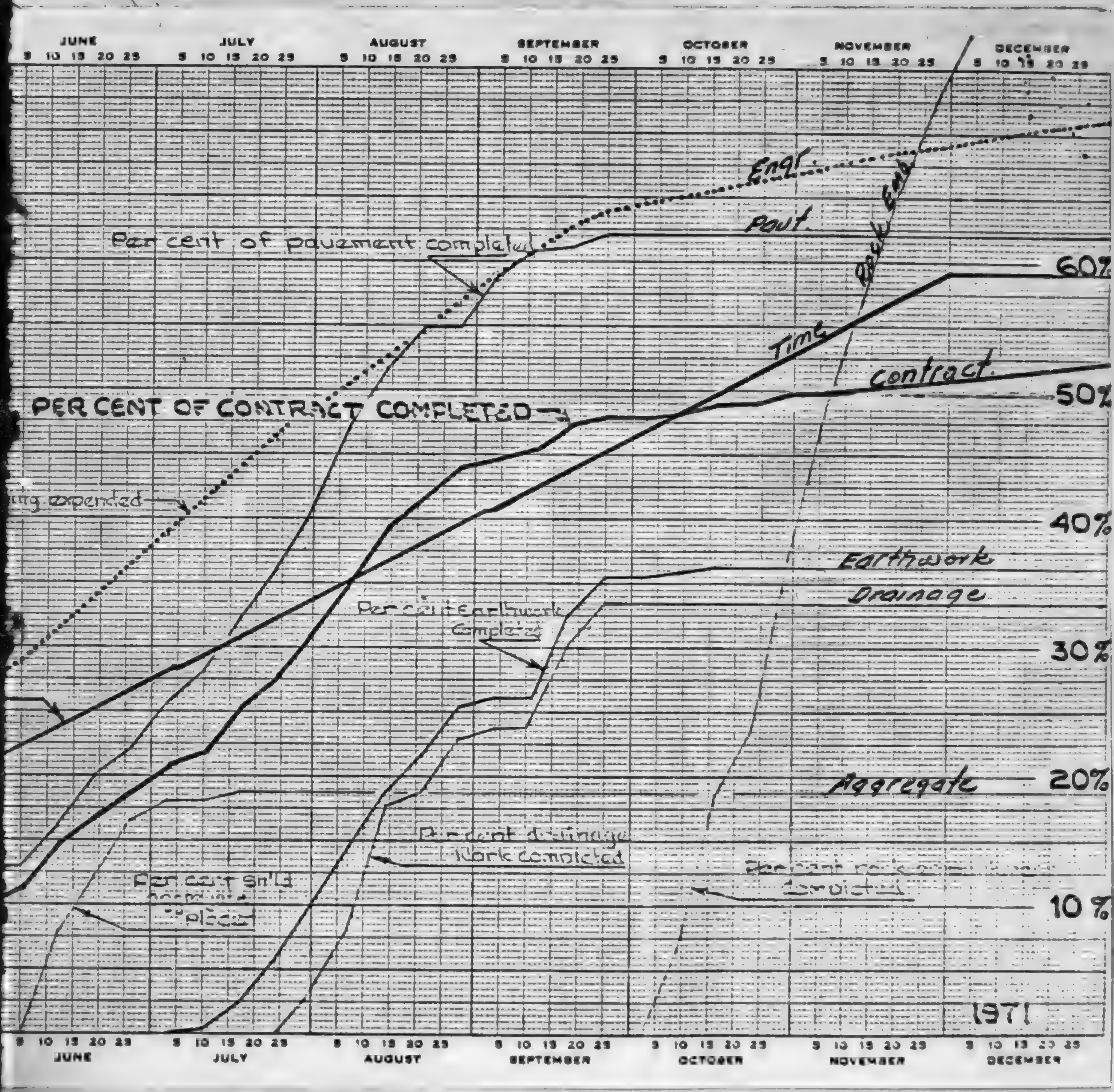
Specification [illegible]

Hope to get [illegible] to pave 22 ft wide. Will know in a couple of weeks.


40
35
30
25
HOURS
20
15
10
5
0
100
200
300
400
500
600
700
800
DISTANCE (STA.)
22'
16'
12'
10'


DISTANCE (STA.)
Base on 300 tons per hour
500
600
700
800
900
1000
1100
1200
1300


HALSEY INTERCHANGE —
LANE COUNTY LINE SECT.
CONT. NO. 7499
Prefix No. 622-1037
— WORK PROGRESS
CHART —
FEBRUARY
MARCH
APRIL
MAY
JUNE
JULY
AUGUST
5 10 15 20 25
60%
50%
40%
30%
20%
10%
Per cent of pavement co
PER CENT OF CONTRACT COMP
Per cent of Engineering expended
Per cen
PER CENT OF TIME ELAPSED
Per cent sh'ld
placed


JUNE
JULY
AUGUST
SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER
5 10 15 20 25
Engr.
Pavt.
Pavt. End
Per cent of pavement completed
60%
Time
Contract.
PER CENT OF CONTRACT COMPLETED
50%
ing expended
40%
Earthwork
Drainage
Per cent Earthwork Completed
30%
Aggregate
20%
Per cent drainage work completed
Per cent Sh'ld
placed
completed
10%
1971

RECEIVED
MAR 7 - 1972
FOR FILING

7499

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 2, 1972

SUBJECT: Ditch Excavation Overrun
Halsey Interchange-Lane Co. Line
Pacific Highway
Contract No. 7499

To:

Mr. J. B. Boyd
Regional Engineer
EAST SALEM HIGHWAY BUILDING

ATTENTION: Mr. G. W. Wimer

Reference is made to previous correspondence and discussions regarding the method of payment for the overrun in "Ditch Excavation", Bid Item No. 5, on the subject contract.

This has been discussed with Administration and you have approval to attempt to negotiate a new, lower price for this item on the basis of the greatly increased quantity. You should also apprise your FHWA Area Engineer of this matter.

F. D. Morgan
Construction Engineer

By CT Keasey
C. T. Keasey
Field Construction Engineer

CTK:fw

cc A.E. Johnson

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

622-1037

FORM E-30 (REV. 10-69)

I-5?

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1972

SUBJECT: Ditch Excavation Overrun
Halsey-Lane County Line Sec.

To: C. T. Keasey ✓
Frank Hall ✓

Mr. Gerald Wimer's letter of February 17 regarding the ditch excavation overrun on the Halsey-Lane County Line section is, I believe, a reasonable approach to conditions as they were found on the section. The dimension shown on the plans of 3' with an intervening amount of embankment just does not easily align itself with the typical section constructed on the contract. The dimension was up to 26' as shown on the attached sketch. I do believe that the intent of our specification is to allow the modification of side ditches in the typical section with a varying dimension to allow for drainage. The only way that drainage can be constructed in extremely flat country is to vary that dimension or the slope.

It is unfortunate that in this contract we had the great differential between the plans on ditch excavation and the final as constructed quantities. The solution to this problem, I believe, is to clearly define on the plans the typical section that the 3' dimension should be shown as 3' or as directed by the Engineer.

No question exists on the ditching work which is not symmetrical with the typical section, such as entrance ditches for culverts, as shown on the plans. Please determine if some modification may be made to our standard method of showing the typical section so that this problem does not arise again.

J B Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: Jim Chaney

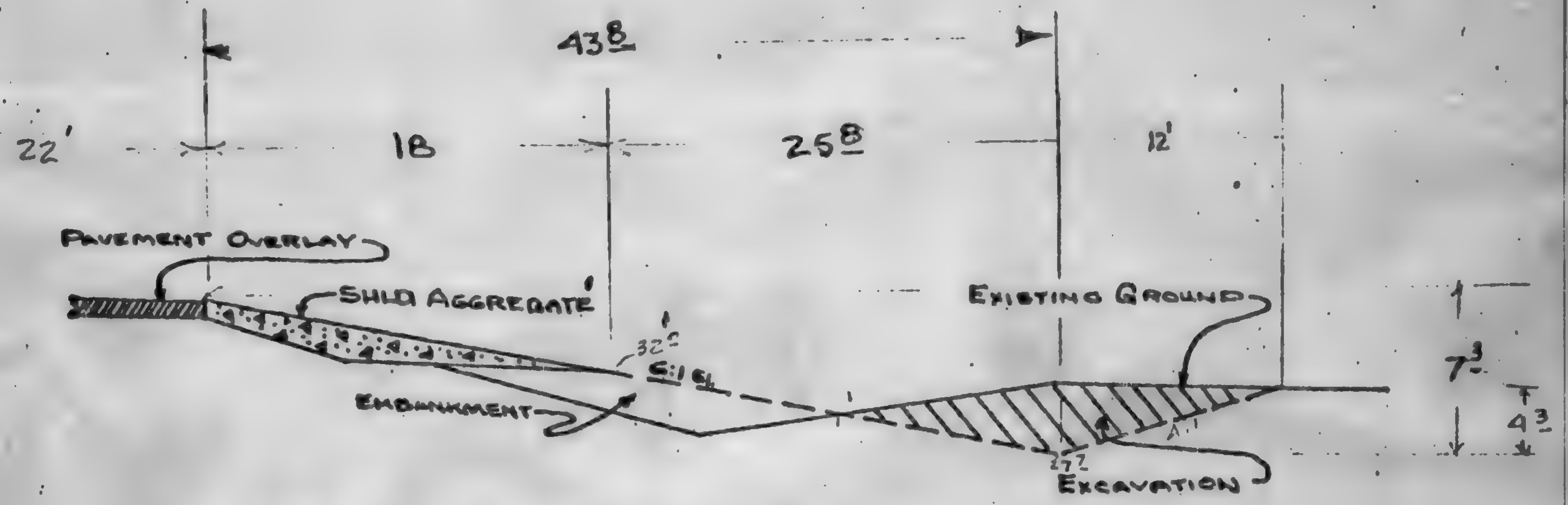
1 Hall FH
A. Olson
2 Terpin T
Scott
3 Swanson
R. Olson
Trout

RECEIVED
FEB 24 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

SP*32475-734

In addition to informing you that the ditch excavation quantity is overrunning, I am seeking your opinion as to whether some of the excavation can be classed as general excavation. After making a careful study of the plans and specifications, I have concluded that the excavation can not be classed as general, however, I will illustrate the case so that you can make a decision.



STA. 2497+00 TO 2509+00 RIGHT

Payment for earthwork is on the embankment in place basis.

Section 203.03 of the specifications states that when the performance of earthwork is on the embankment measure basis, "general excavation" is excluded as pay excavation.

Section 203.06, paragraph 5; "General excavation shall comprise and include all pay excavation other than ditch excavation, embankment foundation excavation and borrow excavation as those kinds of excavation are above defined, and shall be understood to include cut ditches, borrow ditches and other ditches in the roadbed section as staked or established by the engineer or shown on the typical roadbed cross-sections as being part thereof."

Section 203.06, paragraph 2; "Ditch excavation shall comprise and include pay excavation, lying outside of and separated from roadbed excavation cross-sections, required in construction of inlet ditches, outlet ditches, diversion ditches, drain ditches, canals, channels and other open ditches for the conveyance of water, when such ditches are specified to be finished or as established by the engineer to be finished to a bottom width of 8 feet or less."

622-1037

Salem, Oregon
February 17, 1972

C. T. Keasey
FIELD CONSTRUCTION ENGINEER

Ditch Excavation Overrun
Halsey-Lane County Line Sec

By your January 25, 1972 note on my December 20, 1971 letter, concerning the subject matter, you said, "OK to proceed with negotiation". Subsequently, on January 28, 1972, Design Engineer Frank Hall called directly to this office to say that he did not think those parallel ditches, which could be constructed as a widened extension of the typical section, should be eligible for payment as ditch excavation. He cited standard specification 203.06 (the fifth paragraph).

With this difference of opinion within our own organization, negotiations have not been commenced with the contractor. We should first reconcile our own differences.

A thorough study has been conducted by Resident Engineer James Chaney. His further report of February 11, 1972 is attached as well as a February 1, 1972 tabulation by the undersigned.

It is our joint conclusion that although standard specification 203.06 may have applied, we have on our own plans overridden that specification by showing many of the parallel ditches that our simply an extension of the roadbed section as being eligible for the payment of ditch excavation. Any additional ditches would have to conform to the same set of rules.

It is therefore the considered opinion that this office and Chaney, that except for some further minor adjustment of quantities, the recommendation of my December 20, 1971 letter still applies. Namely, that these ditches are eligible to be classified as ditch excavations but that the quantity of resulting material is so great as to affect the embankment quantity. With this in mind, some price reduction should be expected. If you still agree, please advise and we will commence negotiations.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Jim Chaney

REGION 2 ENGINEER
RECEIVED
FEB 17 1972
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ HOE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

BUF 3-13-72

I-5-4(69)204

7499

Form E-300—[illegible]

STATE COPY G-1P

APPROVED EFFECTIVE DATE 1-21-72 C
…ngent upon modification of p…
…agreement if additional fund…
required
BY G K Hossner
Dist. Engineer
TITLE
DATE 2-16-72

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Halsey Interchange-Lane County Line Section

Date January 21, 1972

Highway Pacific

Contract No. 7499

County Linn

Prefix 622-1037

Contractor Wildish Construction Company

F. A. Project No. I-5-4(69)204

Address P. O. Box 1106 Eugene, Oregon 97401

Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contrac…

Description of work to be done: Provide drainage in median area between stations "L" 15+00 and "L" 19+00. Excavate down to an existing 42-inch concrete pipe at approximately engineer's station 19+00, puncture pipe and excavate trench back to station 15+00.

to Const 2-18-72

Location by station numbers:

"L" 15+00 to "L" 19+00

NOTED
A. E. JOHNSON

RECEIVED
FEB 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Equipment	$250.00
Labor	250.00
TOTAL	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The plans did not provide for drainage at this area in the median. The pond to be drained was created by the construction of embankment in the median area northerly of station 15+00.

Work covered by this area was started January 21, 1972.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,764,287.81	
Present estimate of project cost, including $500.00 for work under this order	$4,769,783.06	
Expected ~~under-run~~ over-run amount	$5,495.25	
Expected ~~under-run~~ over-run per cent	0.12%	

Space to right of this line is for use of Salem Office

Submitted by: James E. Chaney
Resident Engineer

Approval Recommended:
Division Engineer

NOTED
TOM EDWARDS

Approval Recommended:
Construction Engineer ~~or Bridge Engineer~~

Approved R. D. Andrews
Programing ~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~
~~Office Engineer~~

State Printing

RECEIVED
SEP 28 1971

FOR FILING

I 5-4(69)204
7479

Box 300
Salem OR 97308

September 23, 1971

08-35.1/420.25

Mr. Woodrow J. Rose, Jr.
111 North Garfield Street, #36A
Eugene OR 97402

Dear Mr. Rose:

Your letter of August 23 to Mr. Fred Kelley has been referred to this office for investigation.

A field investigation has been made of the activities of the McKenzie Sand and Gravel Co. of Eugene, in connection with the Wildish Construction Company contract Interstate project I-5-4(69)204.

The McKenzie Sand and Gravel Co. was established in the spring of 1961 as a commercial plant at its present site. The Wildish Construction Company purchased the sand and gravel company on July 23, 1969, and has operated it as a satellite facility since that date. In accordance with Subsection D-2-II of the Federal Highway Administration Labor Compliance Manual, the McKenzie Sand and Gravel Co. qualifies as a commercial supplier furnishing materials to the Wildish Construction Company - in which case they are exempt from the Davis-Bacon Act provisions.

We appreciate your interest and trust that this will answer your inquiry.

Sincerely yours,

Original Signed by
R. E. Simpson

R. E. Simpson
Division Engineer

cy to Morgan 9-27-71

cc:
Region (08-00.146, Mr. Kelley)

Simpson:nlg

RECEIVED
SEP 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
SEP 21 1971
FOR FILING

I-5-4(69)204
7499

September 20, 1971

410

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

In accordance with Mr. F. G. Kelley's request of August 27 and yours of August 30, we have had a field investigation made of the activities of McKenzie Sand and Gravel Company of Eugene, which is now a subsidiary of Wildish Construction Company. This investigation reveals the following facts:

McKenzie Sand and Gravel Company was established in the spring of 1961 at its present site as a commercial plant. Wildish Construction Company purchased McKenzie Sand and Gravel on July 23, 1969 and has operated it as a satellite commercial facility since that date. A check of the records shows that between November 1970 (when Oregon I-5-4(69)204, Halsey-Lane County Line was contracted) and early September 1971 the following quantities were sold:

	Aggregates	A.C.Mixes
Total Quantities Sold	243,796 Tons	190,509 Tons
To Subject Contract	41,631 Tons	170,334 Tons
To Others	202,165 Tons	20,165 Tons

It would appear from these data that McKenzie Sand and Gravel Company is primarily a commercial supplier and in accordance with subsection E-202-1 of the FHWA Labor Compliance Manual.

To substantiate the above information, we are attaching a copy of an advertisement in the current Eugene telephone directory and a monthly summary of total materials sold.

In connection with this and related inquiries, we can find no directives or instructions which require us to inquire into the ownership relations of satellite companies.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

EAP:fr mc

bc R. L. Porter
Tom Edwards
F. D. Morgan

SAND & GRAVEL

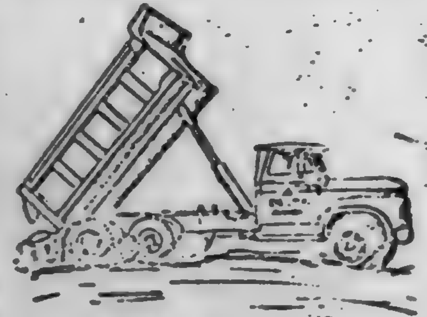
- FILL MATERIAL
- ROCK
- EXCAVATING
- ROAD BUILDING
- CRUSHED GRAVEL
- RIVER LOAM
- BAR RUN
- ASPHALT PAVING

"No Job Too Large or Too Small"

Call For Estimates & Bids

WILDISH
SAND & GRAVEL
746-2571
5001 FRANKLIN BLVD.
P. O. BOX 1106

McKenzie
SAND & GRAVEL CO.
342-1725
3600 COUNTY FARM RD.
P. O. BOX 1106



DELTA
SAND & GRAVEL CO.

SITE DEVELOPMENT
BUILDING

- CRUSHED ROCK
- SAND
- WASHED GRAVEL
- BAR RUN GRAVEL

Sand & Gravel

BAILEY HAL EQUIPMENT RENTALS INC
2450-18th W ---------- 342-
Bethel-Danebo Sand & Gravel Co
150 Bertelsen Rd S ---------- 342-
(Please See Advertisement Page 418)
CONSER QUARRY Ferguson Rd (JC) ---------- 998-
(Please See Advertisement Page 417)
COTTAGE GROVE READY-MIX
Delight Valley (CG) ---------- 942-
(Please See Advertisement Page 417)
COTTAGE GROVE SAND & GRAVEL
Mt View (CG) ---------- 942-
DELTA SAND & GRAVEL CO
999 Division ---------- 686-
(Please See Advertisement This Page)
Egge's Gravel Co
Rt 2 Box 319 Coburg Rd ---------- 344-
(Please See Advertisement Page 417)

EUGENE SAND & GRAVEL

SAND & GRAVEL
CRUSHED ROCK

Eugene's Large New Plant
18 Varieties of Aggregates

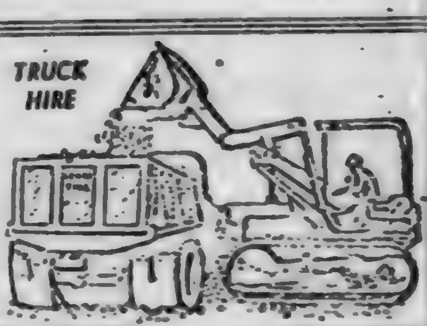
Premix Concrete
Pre-Cast Concrete
Asphalt Paving

EUGENE SAND & GRAVEL INC
3000 Delta Hy N ---------- 34

Fern Weiss Trucking 111 C Spfd ---------- 74
Goshen Sand & Gravel 1515 Sylvan ---------- 34
GREEN GRAVEL CO
Camp Creek Rd Spfd ---------- 74
(Please See Advertisement Page 417)
HARKEY W T 4025 Main Spfd ---------- 74
(Please See Advertisement Page 417)
Harrisburg Sand & Gravel Co Harrisburg ---------- 99
Hood & Son Backhoe Service
E Bolton Rd (V) ---------- 53
Martin Harry C Trucking
170 S 42d Spfd ---------- 74
(Please See Advertisement Page 417)
McKENZIE SAND & GRAVEL CO
3600 County Farm Rd ---------- 34
(Please See Advertisement This Page)
Mobile Crushing Co 151 Hardy ---------- 6
MORSE BROS Harrisburg ---------- 9
Pacific Crushing Co
1520-28th Pl W ---------- 34
PARSONS R C & SON READY MIX
CONCRETE CORP
3600 County Farm Rd ---------- 34
(Please See Advertisement Page 418)
PAYNE STANTON W SAND & GRAVEL
3560 County Farm Rd ---------- 34

Continued Next Page & Page 418

An extension telephone saves time and



SAND & GRAVEL
- LEVELING
- FOOTINGS
- DOZING
- LOAM FILL

EXCAVATING
- HAULING
- LAND CLEARING

Call 746-4456
W. T. HARKEY
4025 MAIN
SPRINGFIELD

Cottage Grove Ready-Mix

Need Concrete? See Us!
SHOVEL WORK—OUR SPECIALTY
942-3311
Zumwalt & Williams
SAND & GRAVEL
DELIGHT VALLEY — COTTAGE GROVE

HALSEY INTERCHANGE-LANE CO. LINE
- 622-1037 -

COMPILED 9-14-71

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1970-1971	Asc.	SC. Mix						
NOV	1755713	871846						
DEC	1316547	122212						
JAN	896610	10411						
FEB	1955136	5472						
MAR	2038791	866894						
APRIL	2121746	1112412						
MAY	2001430	91355						
JUNE	1832995	15795						
JULY	2315679	36964						
AUG	3020586	732258						
SEPT	937296	382						
	20216552	2016491						

Burroughs Hadley
Form H513 Buff - Form G513 Green

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 30, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(69)204
Halsey - Lane County Line Section
Interstate 5
Labor Compliance Complaint

Enclosed is a copy of an August 23 letter from Mr. W. J. Rose regarding a possible labor compliance complaint on subject project. Also enclosed is a copy of our Regional Labor Compliance Officer's August 27 memorandum on the matter.

Please investigate this matter and furnish us with the information requested in Mr. Kelley's memorandum.

Enclosures
Rose's Letter
Kelley's Memorandum

Routing
Morgan
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 7 1971
CONSTRUCTION
DIVISION

AEJ/eld

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
412 Mohawk Building
222 S. W. Morrison St.
Portland, Oregon 97204

TO : Mr. R. E. Simpson, Division Engineer
Salem, Oregon
ATTN: Glen Hossner, District Engineer

DATE: August 27, 1971

In reply refer to: 08-00.146

FROM : F. G. Kelley
F. G. Kelley
Regional Labor Compliance Officer
Portland, Oregon

SUBJECT: Labor Compliance Complaint: Letter dated August 23, 1971, from Mr. W. J. Rose

Last week Mr. Rose telephoned this office with a complaint of an underpayment of wages while employed by McKenzie Sand and Gravel Co. of Eugene, Oregon. Subsequently I mailed Mr. Rose a copy of the labor provisions coverage criteria and a complaint form. The subject letter is Mr. Rose's reply.

Mr. Rose says that Wildish Construction Co. is performing on a federal-aid project on I-5 between the Harrisburg Interchange and Linn County. Would you please ask the state to verify that, and also if the McKenzie plant referred to in the subject letter is supplying material to the project and/or other projects involving Federal funds. All projects involving Federal funds for initial construction of over $2,000 are covered by the prevailing wage requirements of 23 USC, Section 113.

The contract labor standards are applicable to the manufacture of construction materials if the facility sells no more than a token amount of material to other than federal-aid projects.

Therefore, the state should determine for the facility the percentage of sales (from actual order and sales receipts) to other than those projects involving Federal funds.

Should the state need any assistance in determining coverage, please let me know.

cc: R. B. Rutledge

Act	Inf		
	✓	Div. Eng	
✓		Eng Coord	
		Dist A	
	✓	Dist B	
		R.	
		I. of	
		Admi	
		[illegible]	
		File	

RECEIVED
AUG 30 1971
OREGON DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Fred Kelly
Department of Transportation
Federal Highway Administration
Room 412 - Mohawk Building
222 SW Morrison St.
Portland, Oregon

August 23, 1971

Dear Mr. Kelly:

My warmest thanks for your prompt attention to my problem.

As near as I can determine, the company is within their legal right to pay the materialman scale of wages. The only possible way in which I can see any violation would be the fact that Wildish bought McKenzie in anticipation of the contract award. Wildish has two asphalt plants - one on Franklin Blvd and the other on County Farm Road, which is the McKenzie plant. The McKenzie plant, to the best of my knowledge, up to today and beginning sometime in April, 1971 furnished no material to the general public. McKenzie did furnish asphalt to the county today (August 23, 1971) on job #294 (which is McKenzie's number) for road paving on Green Hill and Gimble Road.

Again I wish to express my deep felt appreciation for your sincere assistance.

Humbly Yours,

Woodrow J. Rose, Jr.
111 North Garfield St, #36A
Eugene, Oregon 97402
(503)688-3915

(encl)
WJR:kb

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SEP 28 1971

FOR FILING (REV. 10-69)

I-5-4(67)264
7499

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1971

SUBJECT: Long Ski
Halsey-Lane County Line Sec.

To: James E. Chaney
RESIDENT ENGINEER

Assistant State Highway Engineer A. E. Johnson has instructed that where a ski is necessary on this project it be forty feet in length or longer. Please see that this is done.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/hkm

cc A. E. Johnson
F. D. Morgan

NOTED
A. E. JOHNSON

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SEP 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 14 1971
FOR FILING

I-5-4(69)264
7499

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. [illegible]
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

September 7, 1971

IN REPLY PLEASE REFER TO
GMO 76464
0-0-70-23

Routing
Morgan
Decker
Bond
W[illegible]er
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
SEP 9 1971
CONSTRUCTION
DIVISION

Wildish Construction Company
Post Office Box 1106
Eugene, Oregon 97401

Gentlemen:

Referring to previous correspondence relative service order for Bond Butte Overcrossing near Rowland and for stabilizing fill slopes at this location.

NOTED
F.B. KLABOE

The certificates of insurance previously furnished are not sufficient evidence of the coverage we require. In addition to the certificates we request you to furnish insurance endorsement in the form of the attached to be completed and made a part of the policies described in the certificates.

Please return the certificates with completed endorsements. No work is to be performed on railroad property in connection with this project until this insurance has been approved by our Contract Attorney.

Yours truly,

AW Kilborn

Attach.

cc: Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

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SEP 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Copies to: FB Klaboe
JB Boyd
JE Chaney
FW Sugnet
9-9-71
I

Files

SEP 2 1971

I-5-4(67)204
7499

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1971

SUBJECT:

To:

~~J. B. Boyd~~
~~Region Engineer~~
~~Office~~

Gilsabind Treatment of
Wearing Surface on Halsey
Intchg.-Lane Co. Line Sec.
Contract #7499

Attention: G. Wimer

Attached is a copy of the information requested on Gilsabind, a product produced by American Gilsonite Company. The literature indicates that use of the material for treatment of asphalt pavements will reduce pavement permeability, provide better resistance to the stripping action of water and increase toughness of the asphalt mixture. We feel that Gilsbind treatment of newly constructed wearing surfact on subject project is unnecessary and could be detrimental to pavement serviceability.

Permeability tests made on asphalt concrete of the same design void content as that for subject project indicate that the mix is impermeable when compacted to the specified 92%. A reduced surface void content resulting either from an asphalt content in the mix greater than the design or from treatment with a product such as Gilsabind could result in surface flushing and reduced skid resistance.

Willamette River and McKenzie River aggregate used in pavement on subject project does not have a history of asphalt stripping. Index of Retained Strength values for designed mixtures range from 90 to 100 percent. Surveys by many agencies agree that bituminous mixtures with strength retention greater than 70% have satisfactory resistance to the stripping action of water.

We have observed few problems with surface raveling of our asphalt concrete pavement. Those pavements which have raveled to some extent are either deficient of asphalt or undercompacted and have been subjected to severe chain or studded tire traffic. It is our opinion that the mix designed for subject project when compacted as specified has sufficient toughness to resist raveling.

It is our conclusion that Gilsabind treatment of wearing surface on subject project would not be beneficial. We suggest that the product be considered for use on pavements with inadequate asphalt content,

9-7-71
Bothman
We have been thru this
many times with the same
answer and further experiments
is not necessary.
EAH

high permeability or void content, low relative compaction or tender surface condition resulting from use of asphalt produced from low viscosity crudes.

JOHN C. JENKINS
Engineer of Materials & Research

by

JEWilson

James E. Wilson, Jr.
Asst. Engineer of Materials & Research

cc: A. E. Johnson
E. S. Hunter ✓
F. D. Morgan
J. E. Chaney

RECEIVED
SEP 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

a

Here's why the experts protect major asphalt areas with long-lasting, economical Gilsabind!

Opportunities to save money and extend pavement life with Gilsabind are virtually unlimited. Wherever you have asphalt walkways, streets, highways, parking lots, loading yards, waterways or airports, Gilsabind can help eliminate problems and stretch maintenance budgets. For example:

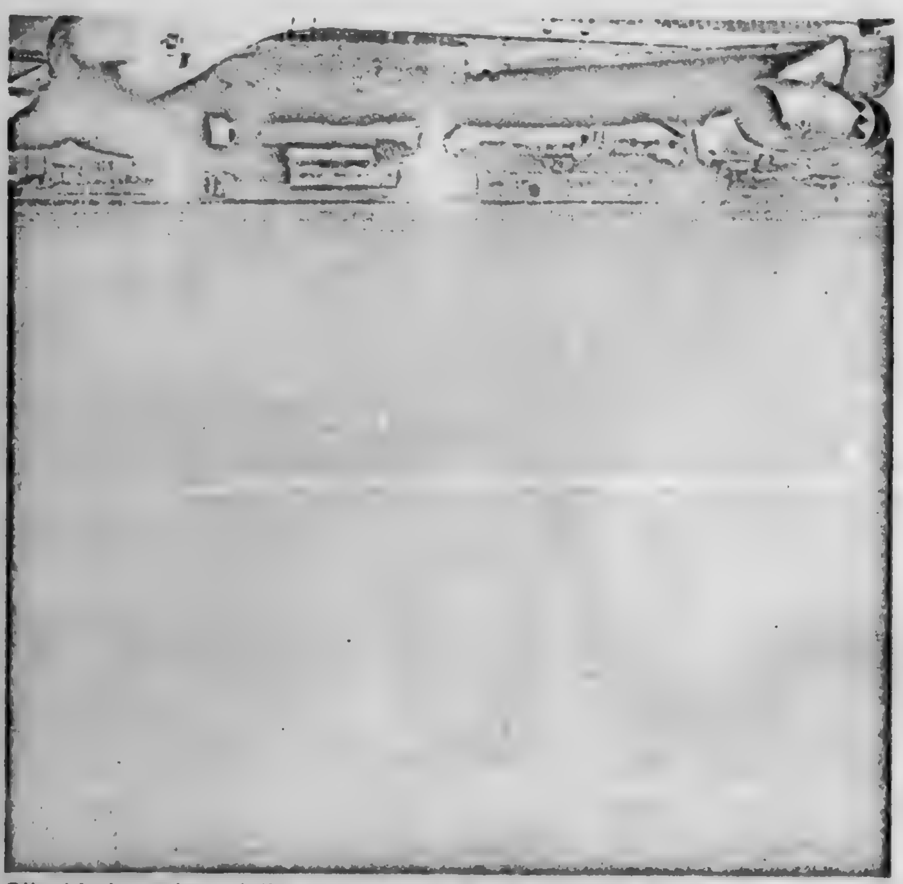
Stanislaus Cty. California— Harter Bruch, Chief Engineer : "I found Gilsabind to be of particular value for sealing several miles of 'road mix' type pavements last year where we had planned using a chip seal. We didn't really need an additional wear course and found that Gilsabind did an excellent job of rebinding the surface aggregate as well as making the surface impenetrable to water. The quick drying and ease of completing the project was also much appreciated."

Provo, Utah—City Engineer, Mr. Glenn A. Wright indicates that "After considerable snow and ice it is obvious that Gilsabind is doing a beautiful job of sealing our asphalt pavements both at the Waste Water Treatment Plant and City Airport where it was applied last summer. Our runway 18/36 was covered with loose chips but it is now tight and clean and we find the asphalt pliable where it was previously stiff and unyielding. We are very satisfied with this product".

City of Whittier, California— Mr. Kenneth R. Warren, Street Superintendent, says: "In several areas of the city where we have used Gilsabind as much as three years ago, we have had no further maintenance costs whatsoever, and feel those streets are still in excellent condition. We are now even more convinced after this passage of time of the true economy of this product".

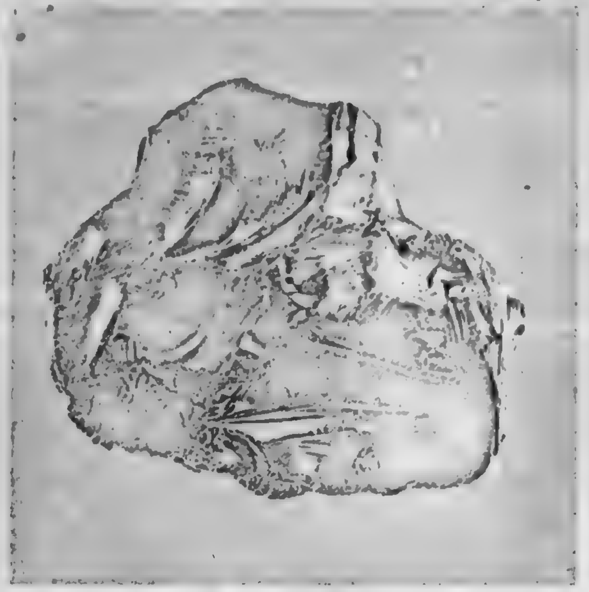
These are but three examples of Gilsabind acceptance for the solution of widely varying problems. It daily proves itself the superior asphalt binder. Cities, counties, state and federal agencies throughout the country are now benefiting from the economies of a Gilsabind application.

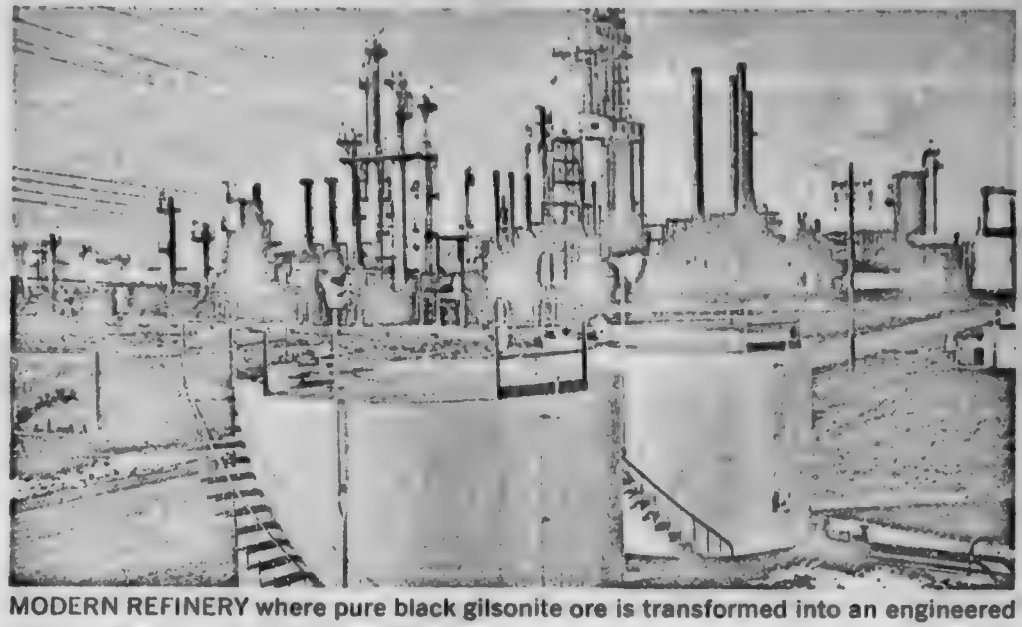
Gilsabind halts erosion and raveling of old asphalt pavement, adds strength and hardness to new, and extends the service life of both. And, the application of Gilsabind applied cold cuts preparation time. Quick curing permits shorter traffic tie-up adding greatly to safety, helps improve public relations for your maintenance operations. To these add the beauty of a dense, resilient pavement of indefinite life. You have a perfect picture of genuine economy—spelled "Gilsabind"!



Gilsabind receives daily torture tests at Los Angeles International Airport from these big jets as well as in the high intensity "thrashing" area at the helicopter touch down area.

Gilsabind is widely used by the New Mexico State Highway Department to stop raveling chip seals and give protection in their "cold patch" program.


Gilsonite—a solid form of 99.84% pure hydrocarbon, nature's purest asphalt, found only in the Uintah Basin of Utah and Colorado.


MODERN REFINERY where pure black gilsonite ore is transformed into an engineered liquid asphalt of unvarying specification.

Specifications and Features of GILSABIND

Gilsabind is a manufactured product, quality controlled, and remains exactly uniform and "on spec" at all times. There are no variations such as "good" or "bad" loads.

MATERIAL SPECIFICATIONS

The material shall be liquid asphalt, refined solely from natural gilsonite ore. Shall contain no components, volatile or non-volatile refined from other materials and shall conform to the following:

Kinematic viscosity @ 140°F, cs	10-20
Tests on residue from distillation to 680°F, ASTM D-402	
Penetration @ 77°F, 5 sec., 50 gms	2-5
Softening point, R & B, °F, min.	190
HCl precipitation value, %, min.	30
Solubility in C Cl$_4$, %, min.	99.9
Water, %, max.	0.1

PREPARATION OF SURFACE

After necessary repairs, apply to dry, power swept surface.

Gilsabind is compatible with all types and surfaces of asphalt paving. Do not apply to wet surface, coal tars, epoxies or other non-asphalt coatings.

May be applied by distributor tank truck, pressure tank sprayer or hand equipment.

APPLICATION OF GILSABIND

May be applied when ambient temperature is above 35°F, but material temperature must be between 65°F and 100°F. Ambient temperature affects curing time and penetration. May be applied to any type of new or old asphalt pavement, according to instructions.

Normal application: 0.10 gallon per square yard (90 sq. ft. per gal.). 0.12 to 0.15 gal. per sq. yd. sometimes required. Normal curing time: 1 to 4 hours, 1 to 12 hours on new pavement.

GENERAL INFORMATION

Gilsabind treated pavement will not chip or fracture. Softening point of 190° insures against bleeding or softening. Can be used immediately after curing, without tire "tracking" or heel penetration.

Does not oxidize to grey color—creates sharp contrast of traffic lines to pavement for safer night driving conditions.

Does not alter pavement cross-section or grade.

May be applied in moderately heavy wind.

Gilsabind is non-toxic and harmless to plant and animal life.

Write TODAY for Technical Data

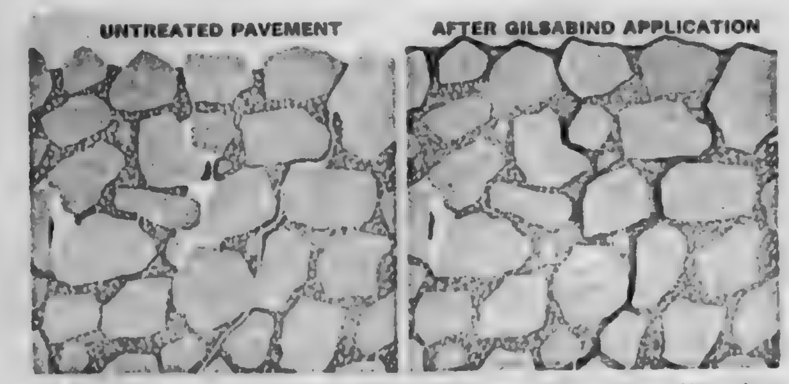
THE GILSABIND CORPORATION
OF
UTAH
150 South 6th East, Salt Lake City, Utah 84102
Phone (801) 322-4893

AS ADVERTISED IN: PACIFIC BUILDER & WESTERN CITY

this
pavement
can
last
forever

Asphalt paving on a properly designed base can last forever if the binder is renewed when necessary with GILSABIND,™ nature's purest asphalt.

Rock and sand, the basic ingredients of asphalt are virtually indestructable. Only the asphalt binder which glues them together, deteriorates, allowing surfaces to ravel, water to penetrate, and paving to fail.


UNTREATED PAVEMENT

AFTER GILSABIND APPLICATION

GILSABIND can preserve your pavement — old or new! Note how Gilsabind reaches deep into pavement voids and water passages of asphalt — rebinds the rock in the pavement in depth — rejuvenates the old binder — bars the passage of water and air — and coats the surface with a nearly indestructable layer of natures purest asphalt.

Fully compatible with all asphalts, more than 250,000,000 square feet in use prove that GILSABIND IS UNSURPASSED FOR ITS

. . . . resistance to raveling and oxidation.

. . . . quick curing time — 4-hour max. on old pavement.

. . . . high quality. Gilsabind is made from 100% pure Gilsonite ore.

. . . . ease of use. Placed cold with regular spray equipment.

. . . . long, long life. Years of conservation from each application.

Interested in unlimited pavement life? Write for list of city, county and state users, specifications, applications and "Job of the Week" literature. There's no obligation, just a lot of good information.

THE
GILSABIND
CORPORATION
12631 East Imperial Highway Santa Fe Springs, Calif. 90670
GILSA·BIND™
Phone: (213) 863-4757

WHY YOU SHOULD USE GILSA·BIND ON ASPHALT CONCRETE

It is an old and recognized saying that "a pavement is only a roof over a base". Its function is to protect the base from traffic abrasion and to keep it dry so that it cannot become lubricated by water and lose its bearing value.

There are many reasons why asphalt concrete deteriorates and why it should be protected with Gilsabind.

1. For many years aggregate gradation and density of the mix was not fully understood or perhaps ignored. Modern research covering the stability of asphalt paving mixes proves the great importance of the correct amount of 100 and 200 mesh fillers. The lack of these fine fillers produces voids and fine capillary tubes in the mix through which surface moisture can work its way through the pavement and into the base.

2. Modern research has also proven that most asphalt pavements have not been compacted to their maximum density so that even though the mix has been properly designed as to aggregate gradation, surface moisture can still get through and into the base.

3. The amount of paving grade asphalt used in the mix is very critical. In the old days too much asphalt was used which lubricated the mix and caused it to flow and distort under traffic. Now, based on total surface area of aggregate to be coated, only sufficient asphalt is added to the mix to accomplish this purpose and not to fill any voids. The resulting mix is greatly improved in stability but is lean in asphalt, is subject to rapid oxidation and soon begins to lose the fine aggregates. If the asphalt binder is not restored, raveling and cracking will result, water can freely enter, eventually damaging the base and causing pavement failures.

4. The paving grade asphalt used as the binder for asphalt concrete is produced from the residues of petroleum refining and is the cheapest and the best material for this purpose if the surface is periodically sealed to protect it from the deterioration caused by oxidation and weathering.

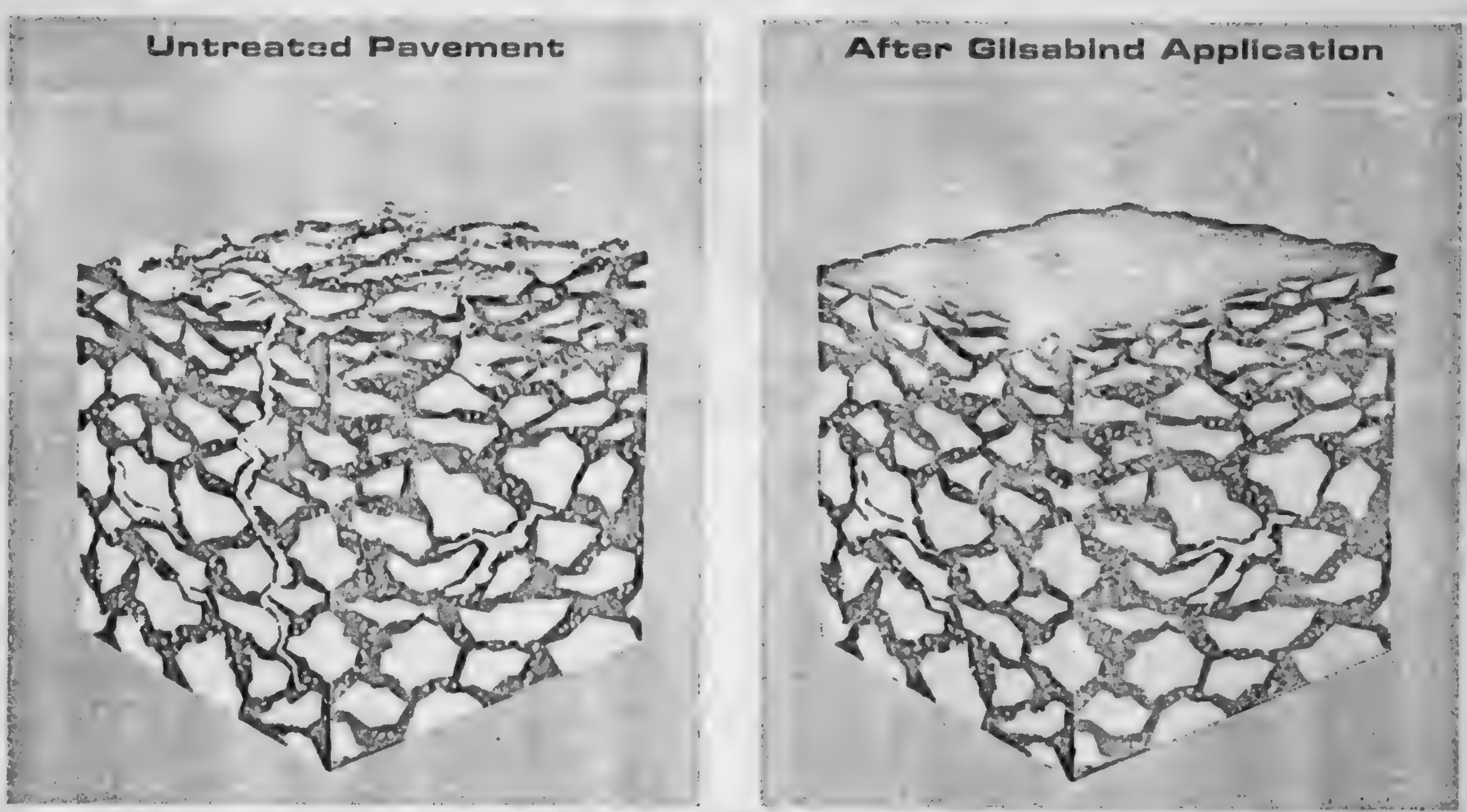
5. Field and laboratory tests have proven the solid mineral asphalt, gilsonite to be unequalled by any other asphalt material in its ability to coat and bind aggregate and resist the stripping effects of oxidation and weathering. Modern refining technology has made it possible to produce Gilsabind by liquifying solid gilsonite to a consistency designed for cold application to asphalt pavement. Applied to new asphalt pavement, Gilsabind permeates the surface, imparting its qualities to the binder , sealing moisture out and aggregate in. Applied to old asphalt pavement, Gilsabind penetrates the voids, restoring binder and preventing further deterioration, loss of aggregate and water intrusion. Gilsabind is fully compatible with paving asphalts and its application will never create problems by scaling, chipping or peeling.

THE
GILSABIND
CORPORATION

12631 EAST IMPERIAL HIGHWAY
SANTA FE SPRINGS, CALIFORNIA 90670

GILSA·BIND
PHONE: 863-4757 * AREA CODE 213

What's going on is only part of the job... It's what's going in that counts!



Gilsabind penetrates into and mixes with the existing asphalt, rebinding the surface aggregates and filling the voids.

Now! Add years of use to your asphalt pavements with Gilsabind!

Rock and sand, the basic ingredients of asphalt are virtually indestructible. Only the asphalt binder which glues them together deteriorates, allowing surfaces to ravel, water to penetrate, and paving to fail. Gilsabind, highest in nitrogen content, molecular density, and asphalteen count, will improve and upgrade existing binders new or old, and thereby stabilize asphalt pavements. Its ease of application, quick curing, and year around usability make Gilsabind the most useful binder for asphalt maintenance. Because it is manufactured to uniform standards of quality from gilsonite ore, nature's purest and rarest form of asphalt, Gilsabind gives predictable results—today, next year and for years to come.

... Does your asphalt suffer loss of fines and raveling?

Gilsabind brings back the life in the binder of old pavement and increases the binding qualities in new pavement by mixing with existing oils to lock the fines and rock firmly in place.

... Do sun and weather oxidize your pavement?

Gilsabind is tough, with unusual resistance to oxidation and weathering. It does not "grey out" or permit the pavement to lose plasticity.

... Is your pavement breaking up because of water intrusion into the base?

Gilsabind seeks and fills the deep voids, secures the protective surface aggregate, and creates a completely impervious surface.

... Is traffic abrasion and abuse destroying your wearing course too rapidly?

Pavements treated with Gilsabind exhibit a resilient hardness that resists spike heels and heavy trucks with equal ease.

... Do people resent the inconvenience of your maintenance operations?

Gilsabind cures, ready for stripping or traffic, in one to four hours—without tackiness, tracking or need for troublesome, dusty gravel cover.

Your first line of defense is the "top rock". Save the "top rock" and you save the pavement. Look again at the pictures above. Note how Gilsabind locks the surface aggregates firmly together for extra years of economical wear. Its enduring strength and penetration save the top rock and therefore the lower rocks as well. With proper Gilsabind application your pavement system can last indefinitely.

RECEIVED

FORM 6-30

I-5-1(69)22-1

7499

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1971

SUBJECT: Assignment 402-AEJ

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

402

The circumstances which Mr. Rose sets forth in his wage complaint letter are not at all uncommon. A number of firms working on our contracts are both commercial suppliers and prime or subcontractors, usually under slightly different names.

In seeking answers to any of these contract labor questions, we can only look to the "Labor Compliance Manual" for guidance and it has an entire chapter devoted to "Off-site Construction Activities of Material Men and Subcontractors". One of the guideline examples seems almost parallel to the Wildish operation. This example is attached and you will note that it is not even necessary for the material supplier to be under a different name than the highway contractor for the material supply activity to be exempt from Davis-Bacon wage rates.

In the Wildish situation, the prime contract is in the name of "Wildish Construction Company" and the AC supplier is "McKenzie Sand and Gravel Company".

We readily conclude that the answer that Mr. Rose has been given already by his local union is correct. As to whether the operation of an AC hauling truck delivering onto this paving job is any more hazardous or requires any different duties of a driver than delivery of AC to other types of construction seems unlikely, but it is not our responsibility to judge this either and we should not take a position on the question.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIVED
AUG 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Attachments

NOTED
TOM EDWARDS

E-7(10)

REFERRED TO Admin

Edwards

Routing
Morgan
Docker
Bond
Walker
Boehme
Johnson
Frame
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
AUG 12 1971
CONSTRUCTION DIVISION

August 9, 1971

Bureau of Labor
Department of Labor & Industries
C/O Bud Gardner
Salem, Oregon

Dear Mr. Gardner:

Re our telephone conversation of this Friday Inst.

I work for the McKenzie Sand & Gravel Co. of Eugene which is a subsidiary of Wildish Sand & Gravel Co. of Eugene.

Wildish Construction Co, which is also a part of the Wildish conglomerate, secured a contract from the State Highway Department to perform certain construction work on I-5 between Linn Co. and the Harrisburg Interchange.

The McKenzie Asphalt Plant manufactures and delivers the asphalt used in paving I-5. The material is loaded onto Willamette Crushing trucks (also owned by Wildish) and delivered to the job site and is unloaded in front of the spreader. The material is then spread to proper depth and rolled and packed into the finished paved highway surface.

I and the other drivers of the delivery trucks, all of which are 16 yd capacity belly dumps, are being paid the Sand & Gravel rate of wages.

We are not being paid the minimum as required by Sect 7-5 of the State of Oregon Standard Specifications for Highway Construction-1964 Edition, or the minimum as outlined in the contract for the job and signed by Wildish.

My Local Union #57 informs me that Wildish is within their legal rights to pay this scale ($4.75 per hr), because the hot plant is not located at the job site. I have been told by certain State employees that Wildish is within their legal rights because the hot plant is a commercial plant which also serves the public - that McKenzie is a commercial supplier to Wildish and as such the drivers are not entitled to the minimum as set forth in the State contract.

NOTED
TOM EDWARDS

A.E.J.
Investigate
Report
1 week

This appears to me to be a device which the contractor is using to defeat the scale of wages of the contract.

This poses the following question: If an employee performs all the duties required by a construction project and is exposed to all the hazards inherent to a construction project, regardless of the manufacturing plants locality or other customers, shouldn't this employee be entitled to the minimum as set forth by State contract?

I alone, do not ask this question - each and every driver on this job asks the very same question.

Sincerely,

Woodrow J. Rose, Jr.
111 North Garfield St.
Space #36A
Eugene, Oregon 97402
(503)668-3915

cc:
Teamsters International Headquarters,
Washington D.C.
Department of Transportation
Wildish Construction Co.
Oregon State Resident Engineer
U.S. Department of Highways
Teamsters Local #57

RECEIVED
AUG 1 1 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG

CEA

Cascade Employers
Association, Inc.
P. O. Box 2228
Salem, Oregon 97308

RECEIVED
AUG
OFFICE OF
[illegible] ENGINEER

I-5-4(69)264
7499

August 13, 1971

Johnson
CH E [illegible]
8-16-71

Mr. Bud Gardner
Bureau of Labor
Department of Labor and Industries
Salem, Oregon 97310

cy.
[illegible]
8-17-71

Dear Mr. Gardner:

This is in response to a communication ~~sent to you~~ under date of August 9 relative to an employee of the Wildish Sand & Gravel Company hauling material to a job site on the Highway 5 project. 7499

It has been a long-standing practice to cover the manufacture and hauling and delivery of asphalt to the job site on the same basis as if we were hauling sand and gravel or ready-mix concrete.

This matter has been resolved by the Attorney General of the United States under the Davis-Bacon Act. The same rules have applied to the Highway Department of the State of Oregon.

The principal distinguishing point between a material supplier and a contractor is the difference between working on-job-site and off-job-site. This matter is further settled by the decision of the Department of Justice in the case of R. D. Mac Corporation of LaGrande where a similar question arose. A copy of that letter is attached.

All officials of the State Highway Department are well aware of the conditions surrounding the work on Highway 5 by the Wildish Company, and all parties are aware that the manufacture and furnishing of material to the job site is being done under a commercial contract. This includes the Teamsters Union of which this complaining employee is a member.

We are also attaching a copy of a memo of May 12 to suppliers of material based upon the decision on the R. D. Mac Company which may be of interest to you in this matter.

Should you have any further questions in this regard, please do not hesitate to call upon our office for further information.

Yours very truly,

Pat Blair
Manager

PB:sc
Attachments

cc: Len Wildish
✓Rod Porter

COPY

Cascade Employers Association, Inc.
P. O. Box 2228, Salem, Oregon 97308 Offices at 3421 25th St. S. E.
Phone 585-4320 or 585-4395

PAT BLAIR, manager — KEN WHEELER, assistant manager

May 12, 1971

To: Suppliers of Material

From: Pat Blair, Manager
Cascade Employers Association, Inc.

Re: Hauling Materials to
Construction Job Sites

The attached letter from the Department of Justice in regard to the R. D. Mac, Inc., company of LaGrande, Oregon is a step further in the protection of material suppliers hauling such materials to construction job sites. In the case of the R. D. Mac Company, they are batching out of a construction site plant of Central Pre Mix at LaGrande, Oregon and delivering the material in their ready mix trucks to the job site of Gordon Ball Construction Company.

In the immediate case, it makes little difference where the company batches its trucks, as long as the mixing and transportation of material to the job is done by a material supplier. This could as well apply to the hauling of hot mix from either the employer's own plant or from a plant of a heavy construction contractor to a job site.

Should any of you have any problems in this regard, please advise our office so that we might correct any situations that might arise.

PB:c

LEE JOHNSON
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
~~100 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
MICHAEL GILLETTE
LAWRENCE J. HALL
LESLIE D. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
F. KEN ROBERTS
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

505 State Highway Building

May 7, 1971

Mr. Pat Blair, Manager
Cascade Employers Association, Inc.
P. O. Box 2228
Salem, Oregon 97308

Re: R. D. Mac, Inc., LaGrande, Oregon
Highway Construction Contracts Nos. 7337 and 7366

copy copy

Dear Mr. Blair:

In connection with your recent inquiry respecting the above contracts and whether the R. D. Mac Corporation's relation thereto could be considered as a material supplier, please be informed we made a review of the factual situation attendant.

It is the undersigned's opinion the R. D. Mac Corporation's activity in connection with the contract's performance is that of a material supplier. (See Labor Manual example No. E-200-4.2)

Should you desire to discuss this matter further with us, please let us know.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg

I-5-4(69)204
7499

Form

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 8-8-71
Contingent upon modification of project agreement if additional funds are required
BY G. L. Green
TITLE Engineering Coordinator
DATE 8-25-71
FEDERAL HIGHWAY ADMINISTRATION

Order No. 3-Supp.-2

Project Name Halsey Interchange-Lane County Line Date August 4, 1971
Highway Pacific Contract No. 7499 F. A. Project No. I-5-4(69)204
County Linn Prefix 622-1037 Account No. 278-03

Description of Work To Be Done: Temporary Traffic Striping

NOTED
L. E. [illegible]

Location by Station Numbers: Throughout Project

Estimate of Quantities and Costs:

82-rolls, 4-in. wide, White Reflectorized Tape,	@ $29.62/roll.	$2,428.84
166-rolls, " " " " "	@ $22.28/roll.	$3,698.48
181-rolls, " " " " "	@ $24.66/roll.	$4,463.46
	TOTAL . . .	$10,590.78

Explanation: The temporary striping consists of 6-inch strips of white reflectorized tape placed at 25-foot centers. The strips will be placed behind the paving operation of the three (3) remaining courses. Originally only one striping operation was intended for each lift. Now the striping must be shifted three (3) times when paving "B" Base lift and two (2) times when paving the "A" Base to provide the necessary traffic control.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,764,287.81
Present estimate of project cost, including $~~10,590.10~~ 4,463.46 for work under this order	$4,652,193.30
Expected under-run XXXXXX (amount)	$102,614.51
Expected under-run XXXXXX (per cent)	2.15%

Space to right of this line is for use of Salem Office

Submitted ~~by~~: James E. Chaney
James E. Chaney, Resident Engineer

Approval Recommended: Harold Wimer, Reg Const ~~Division~~ Engineer

Approval Recommended: Construction Engineer ~~or Bridge Engineer~~

Approved: F. B. Morgan
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Construction Office Engineer

8-27-71

RECEIVED
JUL 6 - 1971
FOR FILE

I-5-4(69)204

7477

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: June 25, 1971

In reply refer to: 08-35-DB

FROM : for G. K. [illegible]
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(69)204
Halsey Interchange - Lane County Line Section
Stage Construction Striping
State Force Order No. 4
Total Estimated Amount of the Order - $4,646.38
Federal Participation - $4,181.74

Reference is made to Mr. Bond's letter of June 21 concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of paragraph 6 of PPM 21-15.

6-30-71
Orig to Morgan

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $4,646.38 with Federal participation of $4,181.74.

Enclosure
State Force Order No. 4

AEJ.

RECEIVED
JUN 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

STATE COPY

6-15

[illegible]
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 6-25-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No.

Project Name Halsey Interchange-Lane Co. Line

Date June 9 1971

Highway Pacific

Contract No. 7499

F. A. Project No. I-5-4(69)20

County Linn

Prefix 622-1037

Account No. 278.04

Description of Work To Be Done: Stage construction striping.

Location by Station Numbers: Throughout Project

Estimate of Quantities and Costs:

50.52 Miles, 3" Solid Line @ $42.00/Mile	$2,121.84
25.26 Miles, 4" Skip Line @ $29.00/Mile	732.54
4-exit Ramp Legends, 4 Hours Each @ $56.00/Hour	896.00
4-entrance Ramp Legends, 4 Hours Each @ $56.00/Hour	896.00
TOTAL	$4,646.38

Explanation: The contractor is not specialized in this field, therefore this work can best accomplished by State Forces. Actual striping will be done at agreed unit price in effect at the time the actual work is done. This is an anticipated item. The amount of $3,500.00 was allowed in the project authorization. Work covered by this order has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,764,287.81
Present estimate of project cost, including $4,646.38 for work under this order	$4,646,709.84
Expected under-run ~~XXXXXXX~~ (amount)	$117,577.97
Expected under-run ~~XXXXXXX~~ (per cent)	2.48%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or ~~Division Engineer~~

Approved:
Construction ~~Office~~ Engineer.

State [illegible]

RECEIVED
JUN 29 1971

[illegible]LING

622-1037

RECEIVED
JUN 22 1971
ROUTING
ASBURRY ☐ WIMER ☐ HOPKINS ☐
CANFIELD ☐ ☐ ☐

I-5-4(27)
7499

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
June 21, 1971

To: Memo To File

SUBJECT: Radio Communications
Halsey Interchange-
Lane County Line Section
Pacific Highway
Linn County
Contract: 7499

NOTED
R. D. ASBURRY

On May 21, 1971, a meeting was held between Officials of the Highway Division and Officials of the Contractor. Representing the Highway Division were A. E. Johnson, R. D. Asburry, G. W. Wimer and J. E. Chaney. Representing the Contractor was Leonard Wildish and Norman Wildish. The main topic of the meeting was traffic safety but the contractor also complained of the lack of radio communications between the resident engineer, his office and his assistants. Mr. Asburry said there was some new pack set radios available and that Mr. Chaney could try them out.

NOTED
A. E. JOHNSON

The pack sets were delivered and on June 1st, we took a couple of the sets out to the Belt Line Interchange(a distance of about 3 miles) and were unable to communicate with the office. Other attempts were made without success.

On June 10, 1971, Mr. C. L. Johnson, Chief Radio Engineer, brought a 65 watt base station down to see if this could be installed at the office and communications could be achieved with pack sets in the field. A mobile unit was sent to the south end of the project with 3 pack sets. We were unsuccessful in trying to establish communications. As the test results were negative, the base station was removed. As all tests on the pack sets were negative, they will be returned to the region office.

Mr. Johnson said that the communications with this base station and regular mobile sets would be good but a higher authority would have to authorize them.

James E. Chaney
James E. Chaney
Resident Engineer

cc: Region

RECEIVED
JUN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc A. E. Johnson

I-5-4(63) [illegible]

Form [illegible]

JUN 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7499

STATE COPY 1-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 6-22-71
Contingent upon modification of project agreement if additional funds are required
BY A. K. H[illegible]
TITLE Dist. Engineer
DATE 6-24-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name	Halsey Interchange-Lane County Line	Date	~~June 7~~ 1971
Highway	Pacific	Contract No.	7499
County	Linn	Prefix	622-1037
Contractor	Wildish Construction Company	F. A. Project No.	I-5-4(69) 206
Address	P.O. Box 1106 Eugene, Oregon 97401	Order No.	2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and place 2-inch wide, 2½ to 3-inch diameter, neoprene, reflectorized delineators along abrupt pavement edges.

Location by station numbers: Throughout Project

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Materials	$617.00	
Equipment	528.00	
Labor	1,272.00	
Total Estimated Cost		$2,417.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The purpose is to advise the motorist of the location of abrupt pavement edge. Reflective delineators will be installed between and at the edge of travel ways where a vertical drop exist between subsequent courses of pavement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,764,287.81
Present estimate of project cost, including $2,417.00 for work under this order	$4,642,063.46
Expected under-run XXXXXXX amount	$122,224.35
Expected under-run XXXXXXX per cent	2.57%

Space to right of this line is for use of Salem Office

Submitted by: Jim E. Chaney
Resident Engineer

Approval Recommended: A. O. Wimer
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved
[illegible]

6-29-71

I-5-4(69)204

Form A-100-6M

RECEIVED
JUN 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7499

STATE COPY

G-1

APPROVED EFFECTIVE DATE 6-11-71
Contingent upon modification of project agreement if additional funds are required
BY B. K. Hansen
TITLE Dist. Engineer
DATE 6-24-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3-Supplemental

Project Name Halsey Interchange-Lane County Line — Date June 7, 1971

Highway Pacific — Contract No. 7499 — F. A. Project No. I-5-4(69) 206

County Linn — Prefix 622-1037 — Account No. 278-03

Description of Work To Be Done: Temporary Traffic Striping

Location by Station Numbers: Throughout Project

Estimate of Quantities and Costs:

166-rolls, 4-inch wide, reflectorized tape @ $22.28 per roll............. $3,698.48

NOTED
TOM EDWARDS

Explanation: The temporary striping will consist of 6-inch strips of white reflectorized tape which will be placed at 25-foot centers. The strips will be placed behind the paving operation of the three (3) remaining courses to be laid. The strips will be placed at the centerline and the two (2) fog lines.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,764,287.81
Present estimate of project cost, including $3,698.48 for work under this order	$4,639,646.46
Expected under-run XXXXXXX (amount)	$124,641.35
Expected under-run XXXXXXX (per cent)	2.62%

Space to right of this line is for use of Salem Office

Submitted by: E. Chaney
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer,~~
~~Assistant State Highway Engineer or~~ Construction ~~Office~~ Engineer.

State Printing

6-29-71

RECEIVED
JUN [illegible] 1971
FOR FILE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
A. E. JOHNSON

Salem, Oregon
June 1, 1971

I-5-4(69)204
7499

To: F. D. Morgan
CONSTRUCTION ENGINEER

SUBJECT: Meeting with Contractor
Halsey Lane County Line Section

A. E. Johnson, Ray Asburry, Jim Chaney, and I met with Leonard and Norm Wildish and their insurance representative, Ray Pollard, Friday, May 21. Several items were discussed:

Signing
Leonard objected to conforming to requirements others were not being put to. He had in mind the 7 foot sign heighth. This is true of older contracts in other areas. It is also true of State Forces on their project. Conforming signs for State Forces have been ordered. In the interim, we will abide as closely as practical.

Bond Butte Traffic Problem
Plans call for one-way traffic while the pavement at each end of this structure is dug out and replaced with new deep-strength pavement. They cited the various traffic problems. The alternate methods of cross-overs or raising the structures under traffic were discussed. Both are being investigated by the contractor and Chaney. The Bridge Section and Utility Liaison concur that the structure can be raised. Bridge estimate without engineering is $165,000. The Bridge subcontractor says $120,000 which our Field Bridge Engineer thinks is high by $40,000. Chaney says he can justify $23,000 in reduced paving let alone excavation, traffic control, etc.

Frequent One-Way Sections
They wanted continuous one-lane traffic rather than fanning out to two-lane whenever possible. The contract requires two lanes in one direction at all times except "when absolutely necessary." Therefore they were told we would continue as is unless demonstrated a change should be made.

Speed Limit
They asked that a speed limit that would be enforceable. Al Johnson said this was being tried in other areas. However, it was agreed we would continue for the present with the advisory speed signing.

Shoulder Rock
They indicated they had 30,000 tons of material that would not meet the 1"-0 gradation requirements but would the 3/4"-0 requirements. We told them to submit their proposal to Chaney. This has subsequently been done. Prior approval has been given for utilizing 3/4"-0 material for shoulder rock throughout the project at the same unit price as bid for the 1"-0 material.

Communications
They asked for better communications between Chaney, while he is in the field, and his office. Arrangements have been made for him to utilize four pack sets on a trial basis.

Uniformed Flagmen
Al Johnson said off-duty law enforcement officers in uniform had been used very successfully as flagmen in the Portland area. He suggested it be tried here. The Wildish's promised to follow up.

There were some other lesser items that were also discussed. We will follow up on all of the above.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: A. E. Johnson
Jim Chaney

RECEIVED
JUN 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1[illegible] 1971

I-5-4(69)204
7499

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 12, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM for G.K. H[illegible]
R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Project I-5-4(69)204
Halsey Interchange - Lane County Line Section
State Force Order No. 3 - Temporary Pavement Striping
Total Estimated Amount of the Order - $2,428.84
Federal Participation - $2,185.96

Reference is made to Mr. Bond's letter of February 17 concerning the subject order.

The use of State Forces is approved as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

1. The 12.6 miles of AC mixture will be placed in 4 lifts and will require 3 separate courses of temporary striping. The tape strips will need to be placed closely behind the paving and proceed the rolling operations. State personnel have the experience and availability to coordinate striping with paving and rolling.

2. This temporary operation will provide timely completion, increased safety, and savings in cost.

To Div Morgan 3-18-71

The estimated total costs of the work to be done under this order is $2,428.84 with Federal participation of $2,185.96. Reimbursement on an actual cost basis is approved as of February 8, 1971.

Enclosure
State Force Order No. 3

RECEIVED
MAR 16 '71
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

STATE COPY

G-18

Contingent upon modification of project agreement if additional funds are required

BY G. K. Hossner

TITLE Dist. Engineer

DATE 3-18-71

Order No. 3

FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name: Halsey Interchange-Lane County Line
Date: January 25, 1971

Highway: Pacific
Contract No.: 7499
F. A. Project No.: I-5-4(69)204

County: Linn
Prefix: 622-1037
Account No.: 278-03

Description of Work To Be Done: Temporary Traffic Striping

Location by Station Numbers: Throughout Project

Estimate of Quantities and Costs:

82-rolls, 4-inch wide, reflectorized tape @ $29.62 per roll....................$2,428.~~24~~ 84

Explanation: The temporary striping will consist of 6-inch strips of white reflectorized tape which will be placed at 15-foot centers. The strips will be placed behind the paving operation of each of the three (3) courses laid.

Work covered by this order has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,764,287.81	
Present estimate of project cost, including $2,428.84 for work under this order	$4,576,145.14	
Expected under-run (amount)	$188,142.67	
Expected under-run (per cent)	3.95%	

Submitted by: James E. Chaney
Resident Engineer

Approval Recommended:
~~Division~~ Engineer
Reg Const

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved:
~~Deputy State Highway Engineer, Assistant State Highway Engineer or Chief Engineer.~~
Construction

State Printing

I-5

FORM 2-30 (REV. 10-68)

2 MC

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1971

RECEIVED
DEC 2 1971
CONSTRUCTION DIVISION

Routing
✓

SUBJECT: Ditch Excavation Overrun
Halsey-Lane County Line

To: F. D. Morgan
CONSTRUCTION ENGINEER

Attached is a December 9, 1971 report from Jim Chaney indicating 6,000 cubic yards of ditch excavation are anticipated instead of the contracted quantity of 960 cubic yards. At the bid price of $3.50 per cubic yard, the new total cost will be $21,000, compared to the $3,360 in the contract, or a $17,640 increase. Your approval to negotiate a price agreement is requested.

It should be noted this is an embankment in place measure job. The 5,040 additional cubic yards of ditch excavation will save the contractor from importing that amount of common at $1.10 per cubic yard. I doubt that we could get him to reduce his price by that amount. This is because he must place it within the typical section and compact. Finishing is paid separately. A split would be equitable. Say, 0.50 from the ditch price or $3.00 per cubic yard for the overrun.

Chaney questions if some of the ditch excavation should be considered general excavation. If the 3' width shown on the typical for the ditch had been variable some 2,500 cubic yards could have been so classed. It would have taken a 25' dimension from the outer edge of the rock slope. There is no way to so class it now.

It should be noted that every effort is being made to reduce the overrun. One ditch shown on the plans for excavation has been reduced by a total of 600 cubic yards.

The reason this problem develops is a full scale location survey was never completed for this project. It is an office location.

REFERRED TO
Terpin

O.K. Hall

Gerald C. Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

1-25-72
Wimer—
O.K. to proceed with negotiation. F. Kinney

cc Jim Chaney

2 Terpin T
Soon
3 Swenson
R. Olson
Trout

RECEIVED
JAN 25 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

Send copy of this to - Frank Hall
V.D. Wolfe
OK

Talked to Boyd - asked him to review ditch classification

SP*52479-734

Ditch Excavation Question
Halsey - Lane County Line

Ron Busey answers as follows:

Possible Typical Section extension

1) Could involve 2500 cubic yards
2) Ditch 65' right
    a) $-7^{\underline{3}}$ below shoulder 22' right
        or $-7^{\underline{8}}$ below PI 12' right
    b) ave 1 - 1.5' deep ditch

Have reduced "one" designated ditch 600 C.Y.

622-1037

REGION 2 ENGINEER
RECEIVED
DEC 13 1971
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

Form 2-36 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
December 9, 1971

SUBJECT: Ditch Excavation Overrun
Halsey Interchange-
Lane County Line Section
Pacific Highway
Linn County
Contract No. 7499

To: Mr. J. B. Boyd
Region Engineer
SALEM

Atten: Mr. Gerald Wimer
Region Construction Engineer

There will be a substantial overrun of Contract Bid Item No. 5, Ditch Excavation, on the subject project. The contract estimated quantity is 960 Cu. Yd.. The estimated quantity is about 6,000 Cu. Yd.

The cause for the overrun can be attributed to three reasons as follows:

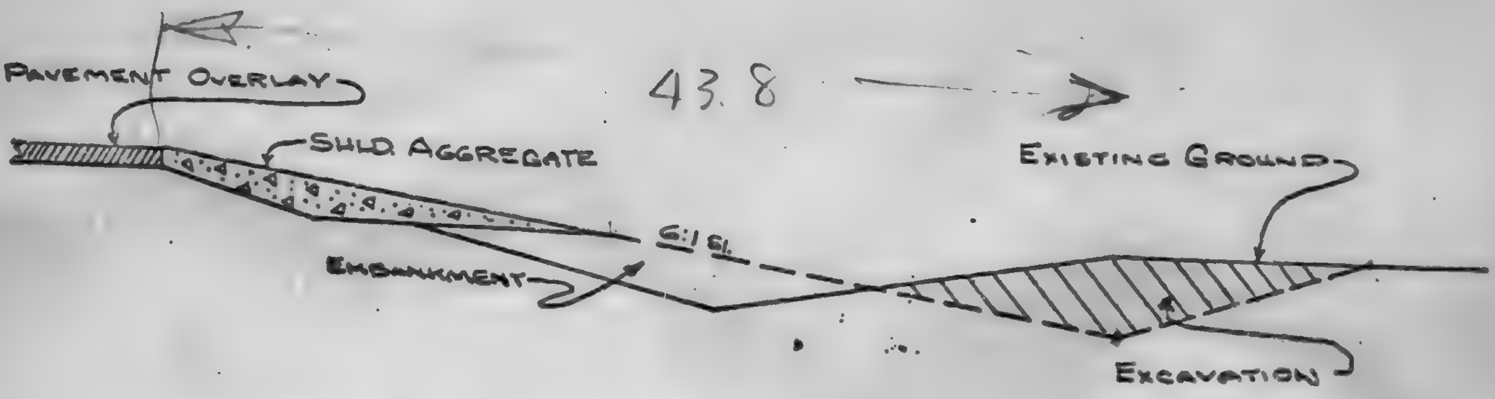
1. The plans did not provide for ditching from the ends of extended pipes back into the normal channels.
2. Of the ditching work shown on the plans, the quantities necessary to provide proper drainage was underestimated.
3. No provision was made to replace ditches that will be covered when flattening embankment slopes. One such obvious case is located between stations 2279 and 2285 right. Between stations 2497 and 2509 ditches are required on both sides of the highway. The combined quantity of those two ditches computes to be 2,096 Cu. Yd.

We are currently investigating ditching through the project, having in mind the possibility of reducing the quantity to a practical minimum.

In addition to informing you that the ditch excavation quantity is overrunning, I am seeking your opinion as to whether some of the excavation can be classed as general excavation. After making a careful study of the plans and specifications, I have concluded that the excavation can not be classed as general, however, I will illustrate the case so that you can make a decision.

3

35



STA. 2497+00 TO 2509+00 RIGHT

Payment for earthwork is on the embankment in place basis.

Section 203.03 of the specifications states that when the performance of earthwork is on the embankment measure basis, "general excavation" is excluded as pay excavation.

Section 203.06, paragraph 5; "General excavation shall comprise and include all pay excavation other than ditch excavation, embankment foundation excavation and borrow excavation as those kinds of excavation are above defined, and shall be understood to include cut ditches, borrow ditches and other ditches in the roadbed section as staked or established by the engineer or shown on the typical roadbed cross-sections as being part thereof."

Section 203.06, paragraph 2; "Ditch excavation shall comprise and include pay excavation, lying outside of and separated from roadbed excavation cross-sections, required in construction of inlet ditches, outlet ditches, diversion ditches, drain ditches, canals, channels and other open ditches for the conveyance of water, when such ditches are specified to be finished or as established by the engineer to be finished to a bottom width of 8 feet or less."

The plan typical section does not provide for a ditch such as the one illustrated above.

The plan mass distribution does not show general excavation at any location other than the overcrossing of the Southern Pacific Railroad.

James E. Chaney
Resident Engineer

cc: file

I-5-4(69)264

7499

Form [illegible]-5M

RECEIVED
DEC 11 1970
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

G-11

APPROVED EFFECTIVE DATE 12-[illegible]-70
Contingent upon modification of project agreement if additional funds are required

BY Dist. Engineer
TITLE
DATE 12-7-70
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No.

Project Name Halsey Interchange-Lane Co. Line **Date** November 24, 1970

Highway Pacific **Contract No.** 7499 **F. A. Project No.** I-5-4(69)20

County Linn **Prefix** 622-1037 **Account No.** 278-02

Description of Work To Be Done: Permanent Pavement Striping

Location by Station Numbers: Throughout Project

NOTED
TOM EDWARDS

Estimate of Quantities and Costs:

50.52 miles, 3" solid line @ $42.00/mi.	$2,121.84
25.26 miles, 4" skip line @ $29.00/mi.	732.54
4-exit ramp legends, 4 hrs each @ $56.00/hr.	896.00
4-entrance ramp legends, 4 hrs each @ $56.00/hr.	896.00
TOTAL	$4,646.38

Explanation: The contractor is not specialized in this field, therefore this work can best be accomplished by State Forces. Actual striping will be done at agreed unit prices in effect at the time the actual work is done. This is an anticipated item. The amount of $3,500.00 was allowed in the project authorization. Work covered by this order has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,764,287.81
Present estimate of project cost, including $4,646.38 for work under this order	$4,573,716.30
Expected under-run ~~overrun~~ (amount)	$190,571.51
Expected under-run ~~overrun~~ (per cent)	4.5%

Space to right of this line is for use of Salem Office

Submitted ~~by~~: J. E. Chaney
James E. Chaney
Resident Engineer

Approval Recommended: R. D.
Division Engineer

Approval Recommended:
Construction Engineer ~~or Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer or~~
Construction ~~Office Engineer~~.

~~[illegible] not constitute authority for [illegible] approved by the Deputy or Assistant State [illegible] Engineer.~~

12-14-70

RECEIVED
NOV 23 1970
FOR FILE

I-5-4(67)204
7499

November 20, 1970

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7499 for work on the
Halsey Interchange-Lane County Line
Section of the Pacific Highway in
Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland, Oregon 97205

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
James Chaney
R. D. Asberry

RECEIVED
NOV 10 1970
FOR FILING

I-5-4(69)204
7499

November 10, 1970

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 7499 for $4,158,422.50 awarded to you by the State Highway Commission on November 2, 1970, for work on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin November 23, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
James Chaney
R. D. Asbury

RECEIVED
NOV 10 1970

FOR FILING

I-5-4(69)204
7499

November 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of November 2, 1970, is requested in the award of contract for the Halsey Interchange-Lane County Line Section, Project No. I-5-4(69)204.

The contractor receiving the award is Wildish Construction Co. in the amount of $4,158,422.60, with Contract No. 7499 assigned. This bid was received on October 29, 1970, and awarded November 2, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

DAR:ia

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration Endorsement

Date_______________________

I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
NOV 5 1970
FOR FILING

I-5-4(69)204
7499

November 4, 1970

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on November 2, 1970, awarded to you State Highway Contract No. 7499 in the amount of $4,156,432.50 on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fmm

bc
Frank Morgan
I. D. Merchant
R. D. Asbury
James Chaney
Wm. Geibel (SAIF)

Form [illegible]21 (12-47)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-4(69)204
1497

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 23, 1970

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(69)204
Halsey Interchange-Lane County Line Section
Rock Embankment-Station 2244 to 2265

Klaboe

Based on Mr. Hall's October 21 letter and a subsequent October 22 meeting with Mr. Hall the decision to withhold Federal-aid Interstate participation in the rock embankment in the vicinity of the Southern Pacific Railroad overcrossing has been reconsidered.

Contrary to our October 13 PS&E approval letter all rock embankment work is considered eligible for Federal-aid Interstate financing except the rock embankment placed on the fill slopes fronting on the Southern Pacific railroad tracks.

This change should be reflected in a revised project estimate.

cc:
OSHD (Hall)
OSHD (Chase)

10-27-70

REFERRED TO
Hall - Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
OCT 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 23 1970
FOR FILE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

13-4(69)204
7499

October 21, 1970

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

NOTED
F. B. KLABOE

Dear Sir:

Re: Halsey Interchange -
Lane Co. Line Section
Pacific Highway (I-5)

Mr. Hossner has asked justification for the rock embankment shown in the proposed shoulder widening of embankment at the Southern Pacific Railroad overcrossing structure as detailed on Sheet 2B of the plans for the subject section. Prints of this detail are attached. The justification for this construction is based on the following design analysis.

The available embankment material in this area is a clay type soil susceptible to change of volume under alternating moisture content conditions. The existing embankment roadbed was constructed of this material and has shown evidence of some instability on the constructed 2:1 slopes. The slopes have been maintained to nearly their original condition except under the ends of the structure where state crews were handicaped by the lack of clearance for working room.

At the location in question, widening the subgrade 12 feet is required to provide for a 2' offset for guardrail and 4:1 slope for rock shoulder material, this being our standard for slope construction behind guardrail.

Widening of the existing embankment using 2:1 slopes with the available common borrow material would result in slope failure as experienced in the original construction, and cannot be considered sound design. Two alternatives to achieve stable width are (1) use common borrow on 4:1 slopes, or (2) widen with rock embankment on a stabilized footing. The estimated cost of borrow is $2.10 per cubic yard and rock embankment is $3.50. Using these prices, with 4:1 slopes for common and 2:1 for rock, the cost of the necessary widening would be $150,700 for common embankment or $84,600 for rock embankment. A cost savings of $17,400 for guardrail would result by using 4:1 embankment slopes. Additional right of way would be required to accommodate 4:1 slopes. The rock embankment was selected in the design as the most economical adequate method of widening.

The deficient slope under the ends of the structure will be restored to its original slope lines with rock embankment as a non-participating item, since the original slope should have been maintained to its original condition. No widening of the slope is required under the structure.

To summarize the justification the design basis follows:

1. Common borrow available is unstalbe on embankments with slopes much steeper than 4:1.
2. The existing slopes have been maintained as constructed (except under structure) but have shown instability as noted in 1. above.
3. The roadbed requires widening 12 feet to contain approved 4:1 shoulder rock slopes behind guardrail.
4. Stable slopes can be achieved by common material on 4:1 or rock embankment on 2:1 slopes.
5. The difference in estimated cost between the 4:1 design and the 2:1 rock slope design is $48,700 and requires additional right of way.

For the reasons given we ask that you approve the design shown on the plans. A print of the cross sections at the subject location is included with this letter showing the two designs.

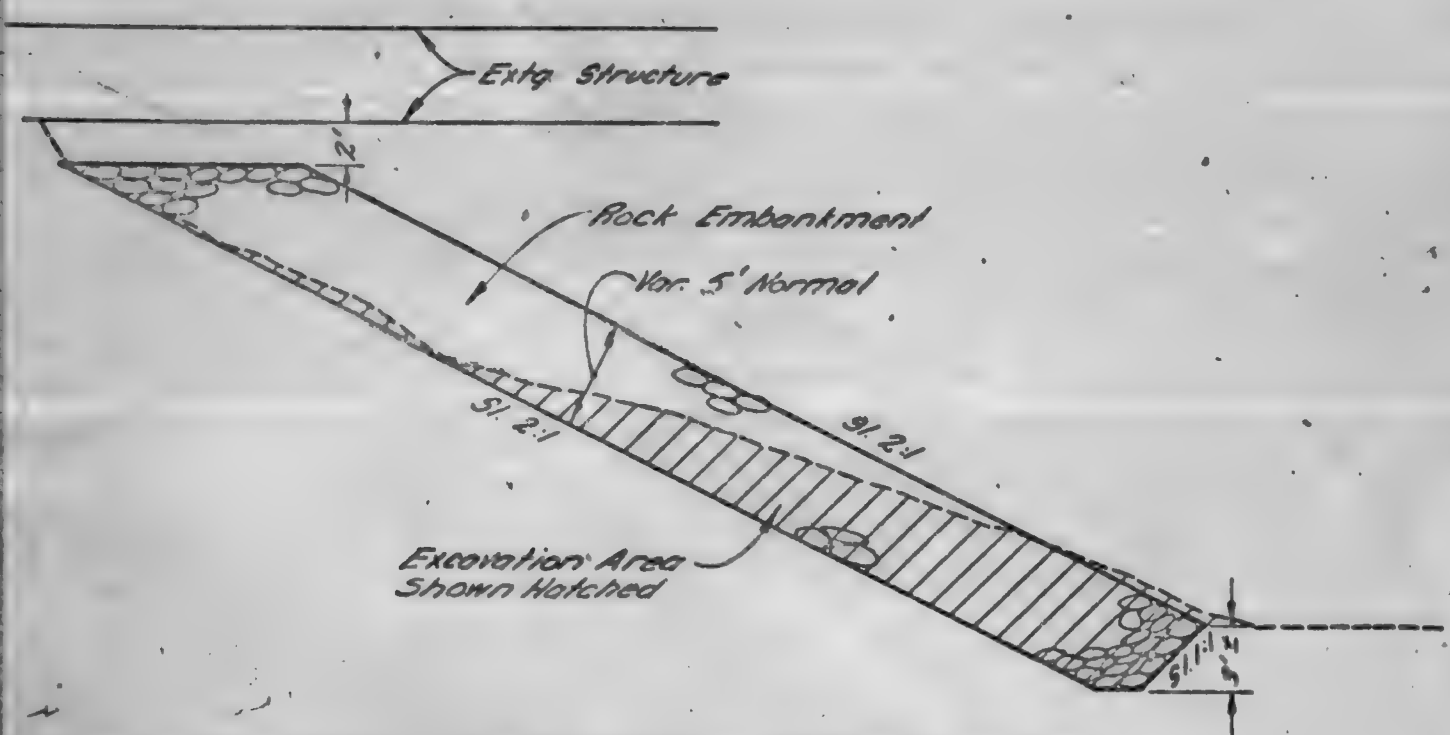
Very truly yours,

F. B. Klaboe
Assistant State Highway Engineer
By:

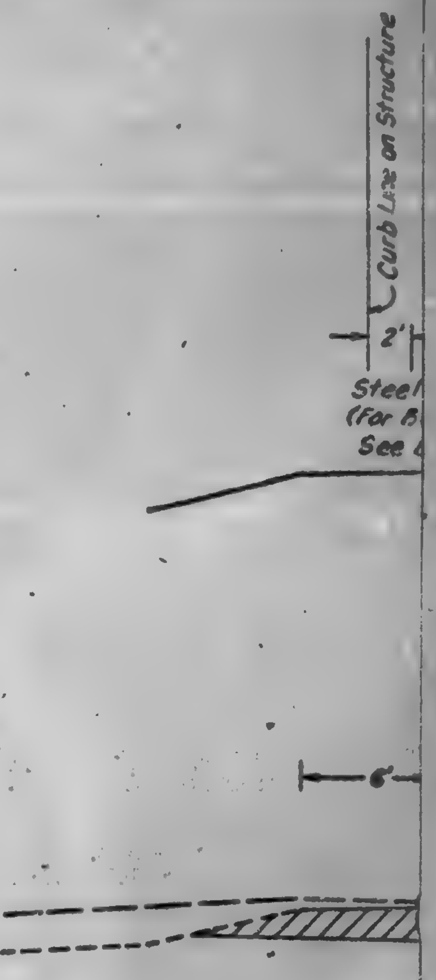
ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

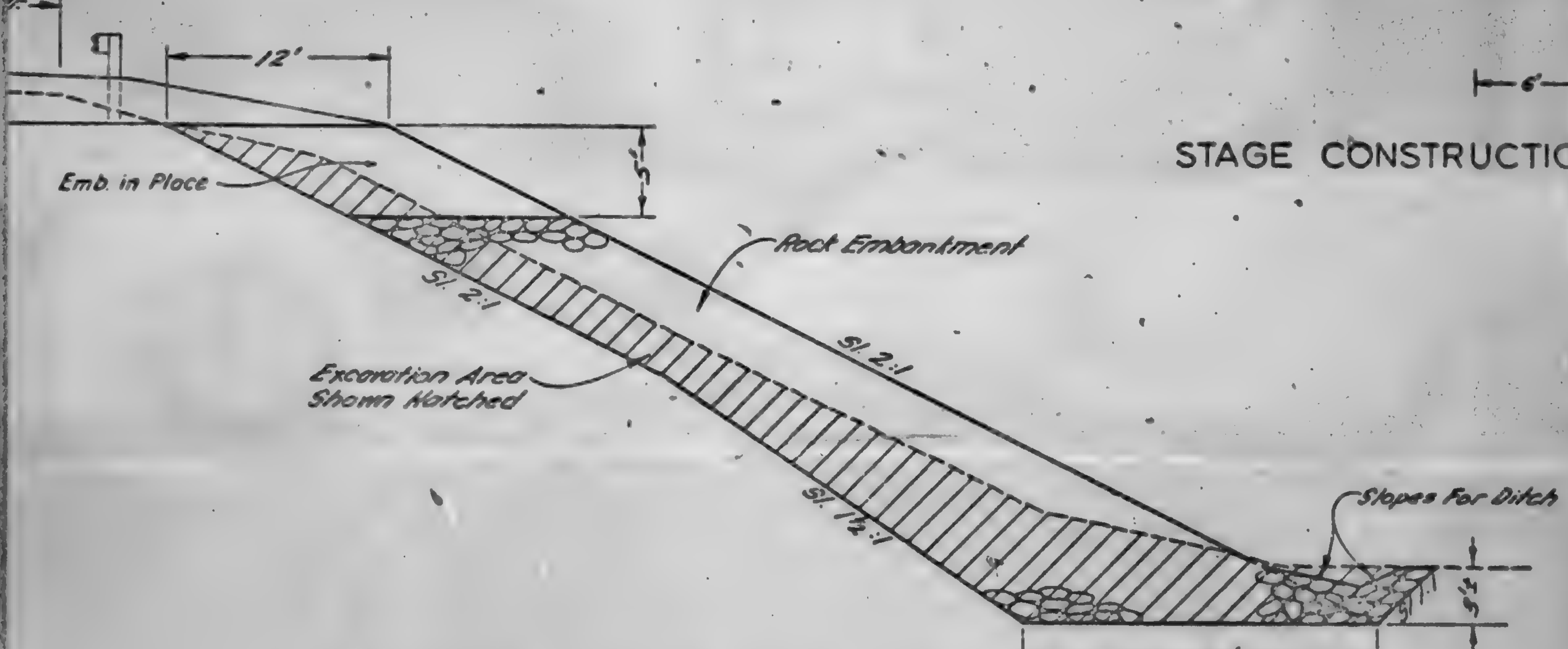
FLH:jf
cc: F. B. Klaboe


Extg. Structure
2'
Rock Embankment
Var. 5' Normal
Sl. 2:1
Sl. 2:1
Excavation Area Shown Hatched
Sl. 1:1
5'±

EMBANKMENT CONSTRUCTION DETAIL UNDER
SPRR O'XING


Curb Line on Structure
2'
Steel
(For B
See
6'
6'

STAGE CONSTRUCTIO


12'
5'±
Emb. in Place
Rock Embankment
Sl. 2:1
Sl. 2:1
Excavation Area Shown Hatched
Sl. 1½:1
Slopes For Ditch
3'±
20'

EMBANKMENT CONSTRUCTION DETAIL AT
SPRR O'XING
STA. 2244+00 To STA. 2265+00

RECEIVED
OCT 2 1970
FOR

(12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-5-4(69)204
7499

DATE: October 20, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(69)204
Halsey-Lane County Line Section

Krabbe
cy Edw 10-23-70

The mandatory use of a State-owned borrow area as a source of embankment material for this project is approved based on the justification included in Mr. Young's October 16 letter. Verbal approval of use of this designated borrow area was given on October 13 subject to the submitting of this formal request.

Enclosed is an approved copy revision letter No. 1 including the attached revised plan which covers the mandatory borrow source. This revision was reviewed and verbal approval was given on October 13.

REFERRED TO
Hall – Young w/enc.
BY ASST. STATE HWY. ENGR

10-26-70

RECEIVED
OCT 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 16 1970

I-5-4(62)204
7499

October 16, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Halsey-Lane Co. Line Section
Project No. I-5-4(62)204

Dear Sir:

We hereby request approval of the mandatory use of a State-owned borrow area as a source of embankment material for approximately 420,000 cubic yards of the total estimated amount of 605,000 cubic yards. This request is made to conform with PPM 21-6.3, Par. 14a, with the following reasons as justification:

1. This borrow source is being developed in cooperation with the Oregon State Game Commission for a usable habitat site for fish and as a recreational area for the local citizenry.

2. It is our intent to protect the environment and ecology of the area by specifying this one large borrow source which minimizes the amount of material the contractor must locate and furnish from other sources with the possibility of several small areas with multiple borrow scars. This site was used previously for a borrow area and will not further reduce the tillable land in the area.

3. We plan to use 420,000 cubic yards from this centrally located source and due to its location we estimate a savings to the project of $1.00 per cubic yard because of its availability without royalty payment and its minimum haul distance.

Mr. R. E. Simpson
October 16, 1970
Page 2

Access to the parking lot as shown on the plan sheet will be furnished from Sand Butte County Road and will not decrease or diminish the access control to the Interstate Highway.

We believe the use of this mandatory borrow source is in the public interest for the above-listed reasons and request your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

DAR:bb

CC: F. B. Klaboe
F. L. Hall
F. D. Morgan
C. G. Swanson
R. N. Chase

RECEIVED
OCT 19 1970

FORM PR-1240 (REV. 2-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-5-4(69)204

STATE PROJECT NO. HALSEY INTERCHANGE - LANE COUNTY LINE

PROGRAM NO.

ITEM NO. I-625

COUNTY NAME LINN

PROGRAM STAGE (Check) ☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO: I-5-4(69)204
1187

10-13-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young
w/enc.
10-14-70

NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
OCTOBER 7, 1970	OCTOBER 7, 1970	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER
		STATE PRIMARY 1

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $50,000.00 AND RAILROAD PROTECTIVE COSTS IN THE AMOUNT OF $3,000.00 AND EROSION CONTROL IN THE AMOUNT OF $20,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $50,000.00
RAILROAD PROTECTIVE COSTS 3,000.00
EROSION CONTROL $20,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 5, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED WITH THE EXCEPTION OF THE EMBANKMENT CONSTRUCTION FOR SLOPE STABILIZATION PURPOSES AT AND UNDER THE SOUTHERN PACIFIC RAILROAD OVERCROSSING, STATIONS 2244 TO 2265 (PLAN SHEET 28). THIS WORK BEING RECONSTRUCTION IS NOT ELIGIBLE FOR PARTICIPATION WITH FEDERAL-AID INTERSTATE FUNDS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES, JULY 1970 ISSUE, ARE APPROVED FOR USE ON THIS PROJECT.

RECEIVED
OCT 14 1970
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-13-70		For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
OCT 8 - 1970

I-5-4(19)
7499

October 6, 1970

Mr. Mel Cummings
Lands Supervisor
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

NOTED
F. B. KLABOE

Dear Mr. Cummings:

Re: Halsey Interchange -
Lane County Line Section
Pacific Highway (I-5)

Results of test holes put down in the prospective borrow area that we looked at adjacent to the Bond Butte Road on subject highway section indicate material suitable for road construction. Copy of Mr. Wimer's letter relating to these holes and the drill logs is attached. Also enclosed are three prints of the borrow area for you to use to indicate the shape of the excavation you will require. We can require the contractor to remove 300,000 cubic yards.

Please return one print with the required information at your earliest convenience so that we may issue a supplementary plan and specifications to bidding contractors. We must receive this material not later than October 13th in order to meet our deadline before receiving bids.

Very truly yours,

R. L. PORTER
State Highway Engineer

By ORIGINAL SIGNED BY
FRANK L. HALL

FRANK L. HALL
Design Engineer

FLH:jc
Attachments
cc: F. B. Klaboe ✓
R. D. Asburry

RECEIVED
OCT 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1970

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Possible State Borrow Sources
Halsey Interchange-Lane County Line Section
Pacific Highway

Attached are seven sheets of drill logs covering the Carrie Overton and A. H. and H. Quinby excess parcels on the easterly side northerly of Bond Butte Road. These were as we recently inspected. These have been partially utilized in the past. The prior use being limited to the more easterly portions.

The material is clay. It will be damp even at this season of the year but we shouldn't intercept the water table unless it is worked to early. If you recall, the Overton property is not yet zoned. The Quinby is but with the prior use and particularly if it is excavated in a manner for the Game Commission to provide future recreational use, there should be no problem in securing permission from the Planning Commission.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/cg

1 Hall
A. Olson
Wills
Hackleman
Carstenson
[illegible]
2 [illegible]
[illegible]

RECEIVED
OCT 2 1970
DESIGN SECTION

Scott
3 Swenson
R. Olsen
Treut
Do Not File ☐
Keep ☐
Return To
Other

SP*52475-734

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project Halsey Int.-Lane Co. Line Date 10-1, 1970

Highway I-5 Resident Engineer

Prefix 622-1998-910 County Linn

Equipment Used Hand Auger

Depth Station $2224+67^{80}$ Lt. ~~100'~~ 250' C.L. Rt.

Hole Location Carrie Overton Est. adj to I-5

Purpose of Work to determine sub-surface profile of soil to -10' depth.

Hole No. 1

Soil & Rock				Drill			Sampler & Hammer
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/ ___ in.	Depth From	Depth To	O.D. WT. FALL OTHER INFORMATION
					0-1½'		Dry, silty clays
					1½-6'		Hard, Buff colored clays 3'- Slight moisture increase 5'- Becomes some-what plastic. (Like moulding clay).
					6'-9'		Stiff, laminated, Gray clays. Moisture consistency about the same.
					9'-12'		Sandy to Gritty clays, with some decomposed gravels. 11'- Becoming sandy clays.
							NOTE: Hole dry at final check 2 hours later.

Water Level DRY HOLE.
Driller
Recorder FRETWELL

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project Halsey Int-Lane Co. Line
Date 10-1, 1970
Highway I-5
Resident Engineer
Prefix . '622-1998-910
County LINN
Equipment Used Hand Auger
Depth
Station 2215+00
Lt. ~~300'~~ 450'
C.L.
Rt.
Hole Location Carrie Overton Est. Adj to I-5 (In Borrow depression)
Purpose of Work To determine sub-surface profile of soil to-10'dep
Hole No. 2

Soil & Rock				Drill			Sampler & Hammer
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/ ___ in.	Depth From	 To	O.D. ___ WT. ___ FALL ___ OTHER INFORMATION DRILLED TO MARKER BEDS:
							NOTE: Ground Surface here approx. 4' below Original Ground Surface.
					0'-2'		Dry, Buff Colored Clays.
					2'-5'+		Laminated, Gray Clays, stiff. NOTE: THIS CONTACT AT 2' WOULD BE THE SAME AS THE 5'+ CONTACT IN HOLE #1.
					5'+		Contact of Sandy, Gritty clays see CONTACT AT 9' depTH IN HOLE #1.
							Stopped drilling in marker bed.

Water Level
Driller
Recorder FRETWELL

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project Halsey INT. – LANE CO. LINE Date 10-1, 1970

Highway I-5 Resident Engineer ______

Prefix 622-1999-910 County LINN

Equipment Used Hand Auger

Depth ______ Station 2205+00 Lt. ~~300'~~ 350' C.L. ______ Rt. ______

Hole Location Carrie Overton Est. Adj to I-5

Purpose of Work to determine sub-surface profile of soil to -10' depth

Hole No. 3

Soil & Rock				Drill			Sampler & Hammer
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/ ___ in.	Depth From	Depth To	O.D. ______ WT. ______ FALL ______ OTHER INFORMATION DRILLED TO MARKER BEDS:
					0'-1½		Dry, Silty Clays
					1½'-6½		Hard, Buff colored clays. Moisture increase slight at -3'. becomes some-what plastic at -5' depth.
					6½' –		Contacted Laminated, stiff, Gray clays.
							Stopped drilling on Marker bed.

Water Level ______

Driller ______

Recorder FRETWELL.

OREGON STATE HIGHWAY DEPARTMENT
OIL AND GEOLOGICAL EXPLORATION OG
Construction Division

Project Halsey Int. -Lane Co. Line Date 10-1, 1970
Highway I-5 Resident Engineer
Prefix .622-1998-910 County Linn
Equipment Used Hand Auger
Depth Station 2198+00 Lt. ~~300'~~ 450' C.L. Rt.
Hole Location Carrie Overton Est. Adj. to I-5 (IN Borrow Depression)
Purpose of Work to determine Sub-Surface profile of Soil to -10' depth.
Hole No. 4

Soil & Rock				Drill			Sampler & Hammer
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/ ___ in.	Depth From	To	O.D. ____ WT. ____ FALL ____ OTHER INFORMATION Drilled to Marker Beds.
							NOTE: Grn'd. Surface here is approx. -7' below Original Ground surface
					0'-2½'		started out in the stiff, laminated, Gray Clays.
					2½'-5'		Contacted the Sand, Gritty, Clay Strata. Mt'l. Quite granular. More Sand present. Stopped drilling in Marker bed.

Water Level
Driller
Recorder FRETWELL

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION G
Construction Division

Project Halsey Int. - Lane Co. Line Date 10-1, 1970

Highway I-5 Resident Engineer

Prefix . . ·622-1998-910 County LINN

Equipment Used Hand Auger

Depth Station 2145+00 Lt. ~~100~~ 250' C.L. Rt.

Hole Location A.H. & H. Quimby Prop. Adj. to I-5.

Purpose of Work to determine Sub-Surface profile of soil to -10' depth.

Hole No. 5

Soil & Rock				Drill			Sampler & Hammer
					Depth		O.D. WT. FALL
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/ __ in.	From	To	OTHER INFORMATION
					0'- 9'		dry, Buff Colored clays.
							2½'- more moisture
							4½' - Becomes Plastic. But still fairly stiff, Like moulding clay.
							7'- Mt'l. becomes Buff to Gray in appearance.
					9'-9½'		stiff, Gray, Laminated clays.
					9½-10'		Mt'l. Changes to Gray Sandy clays. Becomes Quite Sandy at 10' depth. Unable to Auger deeper. Mt'l. Too Sandy.
							NOTE: HOLE DRY AT FINAL CHECK 2 HRS. LATER.

Water Level DRY HOLE.

Driller

Recorder FRETWELL

OREGON STATE HIGHWAY DEPARTMENT

SOIL AND GEOLOGICAL EXPLORATION LOG

Construction Division

Project Halsey Int. Lane Co. Line Date 10-1, 1970

Highway I-5 Resident Engineer

Prefix 622-1998-910 County LINN

Equipment Used Hand Auger

Depth Station 2135+00 Lt. ~~250'~~ 400' C.L. Rt.

Hole Location A. H. & H Quimby Prop. Adj. To I-5 (in borrow depression)

Purpose of Work To determine Sub-Surface profile of Soil To -10' depth.

Hole No. 6

Soil & Rock				Drill			Sampler & Hammer
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/___in.	Depth From	To	O.D.___ WT.___ FALL___ OTHER INFORMATION___
							NOTE: Grn'd. Surface here is Approx. -2' below Orig. Grn'd. Surface.
					0'-3'		Dry, Silty Clays.
					3'-4½'		Buff Colored Silty, Clays. Slightly moist.
					4½-7½'		Buff to Gray, Laminated, stiff clays. Hit Same strata in hole #5 at -7' depth.
					7½-8		Buff to Gray, Sandy Mt'l: Very Crumbly. Unable to penetrate With auger. Same Mt'l. was found at -9½' depth in hole #1

Water Level

Driller

Recorder FRETWELL

OREGON STATE HIGHWAY DEPARTMENT
SOIL AND GEOLOGICAL EXPLORATION LOG
Construction Division

Project Halsey Int. - Lane Co. Line Date 10-1, 1970
Highway I-5 Resident Engineer
Prefix . 622-1998-910 County LINN
Equipment Used Hand Auger
Depth Station 2124+00 Lt. ~~400'~~ 550' C.L. Rt.
Hole Location A.H. & H Quimby Prop. Adj to I-5 (In borrow depression)
Purpose of Work To determine Sub-Surface profile of Soil to -10' depth
Hole No. 7

Soil & Rock				Drill			Sampler & Hammer
Soil Type	% Pass 200	L.L. / P.I.	% Moisture	Driving Resistance Blows/ __ in.	Depth From	 To	O.D. WT. FALL OTHER INFORMATION
							NOTE: Grn'd. Surface here is approx -3' below Orig. Grnd. Surface.
					0'-4'		Buff Colored Clays. Dry —
					4' -		Tight to stiff, laminated, Buff colored clays. This strata shows up at approx. -7' depth in all previous holes —
							stopped drilling in marker bed.

Water Level
Driller
Recorder FRETWELL

TRANSACTION NUMBERS 10-4 THRU 10-6

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-30-70

BY (Signature): MR. YOUNG'S SEPTEMBER 16, 1970 AND SEPTEMBER 22, 1970 LETTERS

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ________ THRU ________

STAGE 2 ITEM NOS. 624 THRU 626

9-30-70

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
[illegible]	I-5-5(48)273	10.4	10,450.00	9,600.00	HUBBARD INTERCHANGE TO WOODBURN INTERCHANGE SECTION	RIGHT OF WAY
625	I-5-4(69)204	13.3	5,850,000.00	5,300,000.00	HALSEY INTERCHANGE TO LANE COUNTY LINE SECTION	GRADE-DRAIN-HIGH TYPE PAVEMENT - 3 STRUCTURES
626	I-5-5(49)284	0.0	138,000.00	127,000.00	EAST PORTLAND FREEWAY (I-205) TO HUBBARD INTERCHANGE SECTION.	LANDSCAPING

Young 10-7-70

REMARKS (Division)

RECEIVED OCT 7 - 1970 FOR FILING

I-5-4(69)
9-177

NOTED F. B. KLABOE

NOTED TOM EDWARDS

RECEIVED OCT 2 1970 OFFICE OF STATE HIGHWAY ENGINEER

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
9-30-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
SEP 2[illegible] 1970

FOR FILING

I-5-4(69)264
7497

September 22, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for two Interstate Federal-aid Projects, Item Nos. 625 and 626, which we desire to have included in the Federal-Aid Interstate Highway Program.

The project, Item No. 625, contains safety improvement work as covered under the AASHO February 1967 report "Highway Design and Operational Practices Related to Highway Safety". Form PR 1394 as required by PPM 21-16 is enclosed for this project.

We are enclosing a copy of the State Clearinghouse's approval for Item No. 625 and copies of the District Clearinghouse's approval for both Item Nos. 625 and 626. Item No. 626 is exempt from State Clearinghouse approval under working agreement dated April 28, 1970.

It is our intention to receive bids for these projects on October 29, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

JG:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PRO

(PPM 21-1

9-22-70

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-5 Halsey Interchange, South 13.03 mi. 21 65	**ADT**	PRESENT 14,300	FUTURE 27,200 (66) (70)	YEAR 90 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., High-type Pave & 3 Brs. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Linn an	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5

ESTIMATED PROJECT COST

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-5 Halsey Interchange, South 13.03 miles.			
5					**ROW**		(Halsey Interchange-Lane Co. Line Sec.)			
5					**CONST** (CODE) 6201 Safety			 13.03	3,750,000 2,100,000	3,400,000 1,900,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	13.03	5,850,000 (16) (23)	5,300,000 (24) (33
1	14	PROGRAM APPROVAL DATES				

a
I
I

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-22-70

ni.	ADT	PRESENT 14,300	FUTURE 27,200	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 625

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S) I-	NUMBER 5-4	SEQ. NO. (69)	I Projects Only POST MI. 204	DESIG.

COUNTY NAME Linn and Lane 039 CODE 043

ROUTE NO. I   FEDERAL-AID I-5   STATE 1   U.S. I-5

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	3,750,000	3,400,000	350,000	
13.03	2,100,000	1,900,000	200,000	
13.03	5,850,000	5,300,000	550,000	

CHARACTER OF PROPOSED WORK *(Full description)*

Gr., dr., 4-12' lanes H.T. pave. with 10' R & 6' L shldrs. & raise 3 twin brs. (Length 291') Inst. & revise guardrail & signing. Flatten slope.

ROW - 300' normal; Access Control - full; Parking Restrictions - complete.

REMARKS Additional Data: Items 80, 91, 93G, 94, 136 and 512; Projects I-5-4(16)204, I-5-4(18)204, I-5-4(32)199, I-5-4(19)204, I-5-4(30)204 and I-5-4(59)204, respectively.

-over-

USCOMM DUSCOMM-DC 48908-P61

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION
Remarks (Continued)

Roadway: Type Code 6201; Est. Cost $3,360,000

Construction of a 7" additional A.C. pavement structure to strengthen the existing pavement structure on the present four 12' lanes with 10'R and 6'L shoulders. (7" overlay thickness approved by FHWA in their memorandum of Jan. 19, 1970 based on 1979 ADT of 22,000)

Raise the following twin bridges to match the new pavement surface:

Mile Point	Description	Type Code	Est. Cost
0.00	North end of project		
5.53	Little Muddy Cr. Tributary Br.; Br. No. 8245; L 75' ea.; H.C. 40' ea.	X020	$130,000
6.07	Little Muddy Cr. Br.; Br. No. 8246; L 141' ea.; H.C. 40' ea.	X021	130,000
11.12	Cr. Crossing Br.; Br. No. 8251; L 75' ea.; H.C. 40' ea.	X020	130,000
	Total Est. Cost		$390,000

Safety Improvement:
Estimated Cost: $2,100,000
Consists of grading (embankment-in-place) to ease roadside and median slopes, installing and adjusting drainage structures & guardrail. (Guardrail approach ends are to be flared away from the roadway, tied onto bridge rail at bridge ends and the free standing ends of the guard rail are to be anchored to the ground and in the median area buried in median berms. The guard rail post spacing will be decreased from the present spacing and the rail element blocked out from the post.) Replace or modify existing sign posts to breakaway type posts and where possible move signs farther back from the traveled way or mount signs on undercrossing structures.

Note: Roadside improvement work to conceal the construction scars caused by the safety work described above will be done under a separate contract in the future and is considered to be "Stage Construction" and the requirements of PPM 20-8, IM 50-1-70 and Bureau of the Budget Circular A-95 are considered complete for said work.

Public Hearings: Not required under paragraph 6c of PPM 20-8

Design Approval: Concurrence received January 19, 1970 per FHWA memorandum for both the pavement overlay and the safety work.

State Clearinghouse Approval: Aug. 11, 1970

District 4 Clearinghouse (Linn-Benton Assoc. of Governments) Approval: July 31, 1970.

FORM APPROVED
BUDGET BUREAU NO. 04-R[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

HIGHWAY SAFETY IMPROVEMENT PROJECT "BEFORE" DATA

PPM 21-16

(ATTACH TO PR-1. SEE INSTRUCTIONS ON REVERSE SIDE.)

1A. STATE NAME	STATE CODE	APPROPRIATION CODE
Oregon	3 5	0 4 2

ID PROJECT NUMBER	PREFIX LETTERS	NUMBER
	I	0 0 5 4 0 6 9

2. RELATED FEDERAL-AID PROJECTS

CARD NO.	APPROPRIATION CODE	PROJECT NUMBER PREFIX	PROJECT NUMBER NUMBER	CARD NO.	APPROPRIATION CODE	PROJECT NUMBER PREFIX	PROJECT NUMBER NUMBER
X	20 22		23 29	X	30 32		33 39
X	40 42		43 49	X	50 52		53 59

3. HAZARDS IDENTIFIED *(Additional space on reverse may be used for continuation.)*

Potential Hazards:

1. Roadside slopes steeper than 6:1
2. Bridge piers and parapets
3. Guardrail ends
4. Sign supports
5. Drop inlets in median

4. IMPROVEMENTS TO REDUCE HAZARDS *(Additional space on reverse may be used for continuation.)*

Utilize standards based on recommendations in AASHO's publication, "Highway Design and Operational Practices Related to Highway Safety".

1. Ease roadway slopes to 6:1
2. Add guardrail where slope easing not practical and at undercrossing piers.
3. Guardrail approach ends to be flared away from the roadway, tied onto bridge rail at bridge ends and the free standing end of the guardrail are to be anchored to the ground and in the median area buried in median berms.
4. Sign supports to be modified to, or replaced with, breakaway type posts and where possible move signs farther back from the traveled way or mount signs on undercrossing structures.
5. Replace drop inlets with grated inlets.

5. EXPECTED EFFECTS—BOTH FAVORABLE AND UNFAVORABLE *(Additional space on reverse may be used for continuation.)*

Minimize Potential Hazards:

1. Allow motorist reasonable opportunity to regain control of errant vehicle (on flat slopes).
2. Reduce fatality potential at undercrossing piers, bridge parapets, & guardrail ends.

Note: Item 6, Statistical Data:

1. Under "Forecast 'After' Data" it is impossible to forecast accidents because the type of work being done (Item 4) is of the nature that it only lessens accident severity & possibility of fatality which might be caused by the potential hazards.
2. Property damage costs are not available.

6. STATISTICAL DATA

	CARD NUMBER	NUMBER OF MONTHS	PERIOD BEGINNING MONTH	PERIOD BEGINNING YEAR	NUMBER OF ACCIDENTS: FATAL ACCIDENTS	NONFATAL INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	ACCIDENT LOSSES: NUMBER OF FATALITIES	NUMBER OF NONFATAL INJURIES	PROPERTY DAMAGE ($1,000)
		30	32 33	34 35	36 38	39 42	43 46	47 49	50 53	54 59
"BEFORE" DATA (EXPERIENCE PRIOR TO PR-1 SUBMISSION)	1	1 2	0 1	6 7	0 0 2	0 0 0 7	0 0 0 9	0 0 2	0 0 1 7	
	2	1 2	0 1	6 8	0 0 4	0 0 1 4	0 0 1 8	0 0 4	0 0 2 9	
	3	0 8	0 1	6 9	0 0 1	0 0 1 0	0 0 1 0	0 0 1	0 0 2 1	
FORECAST "AFTER" DATA	4	12								
		12								

PPM 21-16

(ATTACH TO PR-1. SEE INSTRUCTIONS ON REVERSE SIDE.)

PROJECT NUMBER		
	I	0054069

2. RELATED FEDERAL-AID PROJECTS

CARD NO.	APPROPRIATION CODE	PROJECT NUMBER PREFIX	PROJECT NUMBER NUMBER	CARD NO.	APPROPRIATION CODE	PROJECT NUMBER PREFIX	PROJECT NUMBER NUMBER
X	20 22		23 29	X	30 32		33 39
X	40 42		43 49	X	50 52		53 59

3. HAZARDS IDENTIFIED *(Additional space on reverse may be used for continuation.)*

Potential Hazards:

1. Roadside slopes steeper than 6:1
2. Bridge piers and parapets
3. Guardrail ends
4. Sign supports
5. Drop inlets in median

4. IMPROVEMENTS TO REDUCE HAZARDS *(Additional space on reverse may be used for continuation.)*

Utilize standards based on recommendations in AASHO's publication, "Highway Design and Operational Practices Related to Highway Safety".

1. Ease roadway slopes to 6:1
2. Add guardrail where slope easing not practical and at undercrossing piers.
3. Guardrail approach ends to be flared away from the roadway, tied onto bridge rail at bridge ends and the free standing end of the guardrail are to be anchored to the ground and in the median area buried in median berms.
4. Sign supports to be modified to, or replaced with, breakaway type posts and where possible move signs farther back from the traveled way or mount signs on undercrossing structures.
5. Replace drop inlets with grated inlets.

5. EXPECTED EFFECTS—BOTH FAVORABLE AND UNFAVORABLE *(Additional space on reverse may be used for continuation.)*

Minimize Potential Hazards:

1. Allow motorist reasonable opportunity to regain control of errant vehicle (on flat slopes).
2. Reduce fatality potential at undercrossing piers, bridge parapets, & guardrail ends.

Note: Item 6, Statistical Data:

1. Under "Forecast 'After' Data" it is impossible to forecast accidents because the type of work being done (Item 4) is of the nature that it only lessens accident severity & possibility of fatality which might be caused by the potential hazards.
2. Property damage costs are not available.

6. STATISTICAL DATA

		CARD NUMBER	NUMBER OF MONTHS	PERIOD BEGINNING MONTH	PERIOD BEGINNING YEAR	NUMBER OF ACCIDENTS: FATAL ACCIDENTS	NONFATAL INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	ACCIDENT LOSSES: NUMBER OF FATALITIES	NUMBER OF NONFATAL INJURIES	PROPERTY DAMAGE ($1,000)
			30	32 33	34 35	36 38	39 42	43 46	47 49	50 53	54 59
"BEFORE" DATA (EXPERIENCE PRIOR TO PR-1 SUBMISSION)		1	12	01	67	002	0007	0009	002	0017	
		2	12	01	68	004	0014	0018	004	0029	
		3	08	01	69	001	0010	0010	001	0021	
FORECAST "AFTER" DATA (FOR YEARS FOLLOWING ANTICIPATED COMPLETION DATE OF PROPOSED PROJECT)	WITHOUT IMPROVEMENT	4	12								
		5	12								
		6	12								
	WITH IMPROVEMENT	7	12								
		8	12								
		9	12								

FORM PR 1394
(8-69)

INSTRUCTIONS

(Ref: PPM 21-16 (3/7/69), Highway Safety Improvement Projects)

Item 1. State code number, appropriation code, and project number (including prefix letters, route number, section number, and agreement number) should correspond to the numbers on the related PR-1.

Item 2. When various phases or sections of an undertaking are programed separately, enter the appropriation codes and project numbers of the related projects in the space provided.

Item 3. Hazards which have been identified should be described in narrative form.

Item 4. Improvements to reduce hazards should be described in narrative form.

Item 5. The expected effects of the undertaking, including both favorable and unfavorable effects expected at the project location or at other locations where the influence of the undertaking might be felt, should be described in narrative form. Relevant effects include, but are not limited to, changes in the nature or location of accidents.

Item 6. Report accident experience for the period before submission of the PR-1 for the highway safety improvement project. The reported experience should cover a period of at least 36 months or, if less than 36 months, the full period for which records are available. Space is provided so that the 36-month period may be broken into shorter periods to show trends in accident experience.

Report forecasts of future accident experience for three consecutive years following the scheduled date for completing the proposed improvement. Report both the expected experience if the proposed safety improvement were made and the expected experience if it were not. When a safety improvement project is only a portion of a large project, the forecast for the "unimproved" condition should be based on the assumption that all of the proposed work except that classified as safety improvements will be completed.

A project may involve improvement of hazardous *elements* rather than a particular hazardous *location*. (See paragraphs 1 and 4 of PPM 21-16.) In such cases, before-and-after accident data should reflect estimates of the number and severity of only those accidents related to the hazardous elements.

The number of nonfatal injuries should include the nonfatal injuries which occur in accidents classified as fatal accidents, as well as the injuries which occur in nonfatal injury accidents.

CONTINUATION OF ITEMS 3, 4 AND 5.

FORM 5-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1970

SUBJECT: Guardrail Problems
Halsey Interchange-Lane County Line Section
[redacted]

To: Frank Terpin
FINAL DESIGN ENGINEER

L. L. MacIntyre has prepared a rough preliminary draft of his Construction Engineer's Statement for the Talbot Road-North Albany Section. Several paragraphs relate to guardrail problems that could exist on the Halsey Interchange-Lane County Line section unless some of the standard plans and specifications are changed. Some of these items have been discussed with you and you likely have the matter in hand but for your information the following are the paragraphs referred to:

Br. Design.

Several difficulties began to develop in the guardrail installation. The standard drawings were frequently not applicable to the conditions encountered, particularly in the case of bridge end connections. Where slug-ins were specified for anchorage to the bridge handrail it was found that the 3 unit set with 5" bearing sleeve left only a thin wall of concrete between the unit and outside face of handrail. Also the rotary drill would veer off after hitting reinforcement, causing an oversize hole to be drilled and thereby reducing the strength of the anchorage. Contractor was permitted to drill completely thru the wall and use bolts with nuts and washers after sealing the hole with mastic.

A greater problem was how to achieve an abrupt 10:1 taper in the guardrail at the bridge ends. The Portland office of Armco said they could roll in a bend but it would have to be a continuous bend, from one end. This would produce a section of rail shaped somewhat like the letter "J". We didn't believe this would be suitable because of the nesting and bolting problems that would occur when double rail was required.

Several rail sections were taken to Portland Wire and Iron and bending was attempted. We found that considerable distortion of the flange resulted from the bending but that the flange could be hammered back in shape without losing over 20%± of the bend. This distortion could be eliminated if the entire area to be bent was confined in a mandrel but its doubtful if this type of equipment is presently available. Nevertheless the contractor ordered his supplier to bend the rails. When they arrived the flanges were badly distorted and the contractor set men to work hammering them back in shape.

Hall
A. Olson
Will's
Hackleman
Carstensen
Keyes
1 Terpin
Scott
2 Swenson
R. Olson
Trout
RECEIVED
SEP 18 1970
DESIGN SECTION
Do Not File ☐
Keep ☐
Return To
Other

SP*92678-734

We also fabricated a bent section by cutting the flanges and welding them together after bending. It is believed a short bent section fabricated from 6 gauge material would reduce replacement costs of bent sections damaged by traffic. Mr. Gonzales of Portland Wire and Iron estimated the cost of such an item to be $11.00 including galvanizing. The use of 6 gauge material would eliminate the nesting problem since the double rails bolted to the angle would be straight sections.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/cg

cc: Vern Shull

RECEIVED
AUG 20 1970
FOR FILING

1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

I-5-4(69)204
7499

Edwards

August 11, 1970

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Klaboe

HALSEY INCHGE.-LANE COUNTY LINE (LINN COUNTY)

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal.

We are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Ed

E. G. Westerdahl, II

8-19-70

REFERRED TO
By Asst. State Hwy. Engr

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
AUG 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
AUG 4 - 1970
FOR [illegible]

I-5-4(67)204
3499

OREGON
DISTRICT 4 COUNCIL
OF GOVERNMENTS

P. O. Box 100 Albany, OR 97321

July 31, 1970

Edwards
Klaboe

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, OR 97310

Dear Mr. Porter,

The Oregon District 4 Council of Governments has reviewed your Office's completed Notice of Intent to apply for federal financial assistance for improvements to Interstate Route 5, Halsey Interchange to the Lane County Line.

The Council approves the project and feels the improvements are needed and the project is compatible with area-wide planning.

We recommend favorable action by any agency processing your application.

Sincerely yours,

William R. Hagman
William R. Hagman
Executive Director

WH:lb

8-4-70
REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
AUG 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7-24-70

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

MEMORANDUM

Edwards

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

The following is a listing of Notices of Intent received by the Federal Aid Coordination Unit during the week ended July 24, , 1970.

Distribution of information relative to these projects has been made to the appropriate state agencies for review. If your agency was not included in the distribution and you desire, for a particular reason, to examine and comment on any of the proposals, please advise the Federal Aid Coordination Unit. Necessary information will be supplied as promptly as possible. The request may be made in writing or by telephone.

Date Received	Applicant	Project Description	Location	Admin. Dist.
7/13/70	Shinglehouse Slough Water District	Provide Water and Fire Protection (70.0343)	Near Coos Bay	7
7/16/70	Oregon Technical Institute	Science Curriculum Improvement (70.0347)	Klamath Falls	11
7/20/70	Highway Division	Treasure Valley Park Lighting (70.0345)	Ontario	14
7/21/70	Highway Division	Halsey Interchange-Lane Co. Line (70.0344)	Linn County	4
7/24/70	Regional Park and Recreation Agency	Grant Park Development (70.0348)	Salem	3
7/24/70	Highway Division	E. Unit, Pendleton-Emigrant Hill (70.0351)	Open Area	12

AUG 4 1970

I-5-4

Fred

Copy Young 7-29-70

Date Received	Applicant	Project Description	Location	Admin. Dist.
7/24/70	Highway Division	Albany Waterfront Park #2 (70.0350)	Albany	4
7/24/70	Highway Division	Cartney Park, Linn County (70.0349)	Linn County	4
7/24/70	Clackamas Water District	Improve Water System (70.0352)	Clackamas	2

RECEIVED
JUL 20 1970
FOR FILING

I-5-4(69) 204
7499

- Phone 378-6548

July 17, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intent to apply for federal assistance for federal-aid project as follows.

State Administrative District No. 4

Federal Aid Interstate	Halsey Interchange -Lane County Line Pacific Highway, Linn County

The estimated date of filing for federal-aid funds on this project is September 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

Very truly yours,

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Bashee
D. H. Moehring
R. E. Boyer
H. S. Cox
R. L. Gilliard
R. M. Chase
M. C. Johnson
R. D. Asbury

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Halsey Intchge. -Lane Co. Line
Pacific Hwy., Linn County

July 17, 1970

FROM: Applicant Agency State Highway Division   Salem
Address

Contact Person L. H. Young   4563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes........ No X .... (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Four (4) City --

County Linn Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal Aid Interstate

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application

---

4. Estimated Project Cost

Federal Share $ 2,938,500
Loan .... Grant X

Local Applicant Share (--)
(if any) $ --

State Agency Share $ 326,500

Other (Specify) $ --

Total $ 3,265,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X Yes .... $ ....
(Approx)

Will Federal share change: No X

Yes, from .... % to .... %

When ....

5. **Period Covered by Projects**

Beginning date .... November 1970
(Original date, if project covers more than one year)

Length of time (weeks, months, or years)........ 18 months

Approximate ending date........ May 1971

Will renewal be requested? Yes........ No.... X....

6. **Estimated Application Filing Date**........ September 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

HALSEY INTCHGE. - LANE COUNTY LINE, Pacific Highway, Linn County

This project consists of preliminary engineering, minor grading, paving, structures, signing and incidental work necessary to restore the existing pavement to its original condition and install those safety features incorporated in our current interstate standards. The length of this section is 12.6 miles and the existing ADT is 13,600 and projected 1979 ADT is 20,700.

This project is related to the "Goals for a Livable Oregon" by updating of this portion of the interstate system to current safety standards, thus minimizing traffic accidents due to motor vehicle transportation.

See attached map for geographical location.

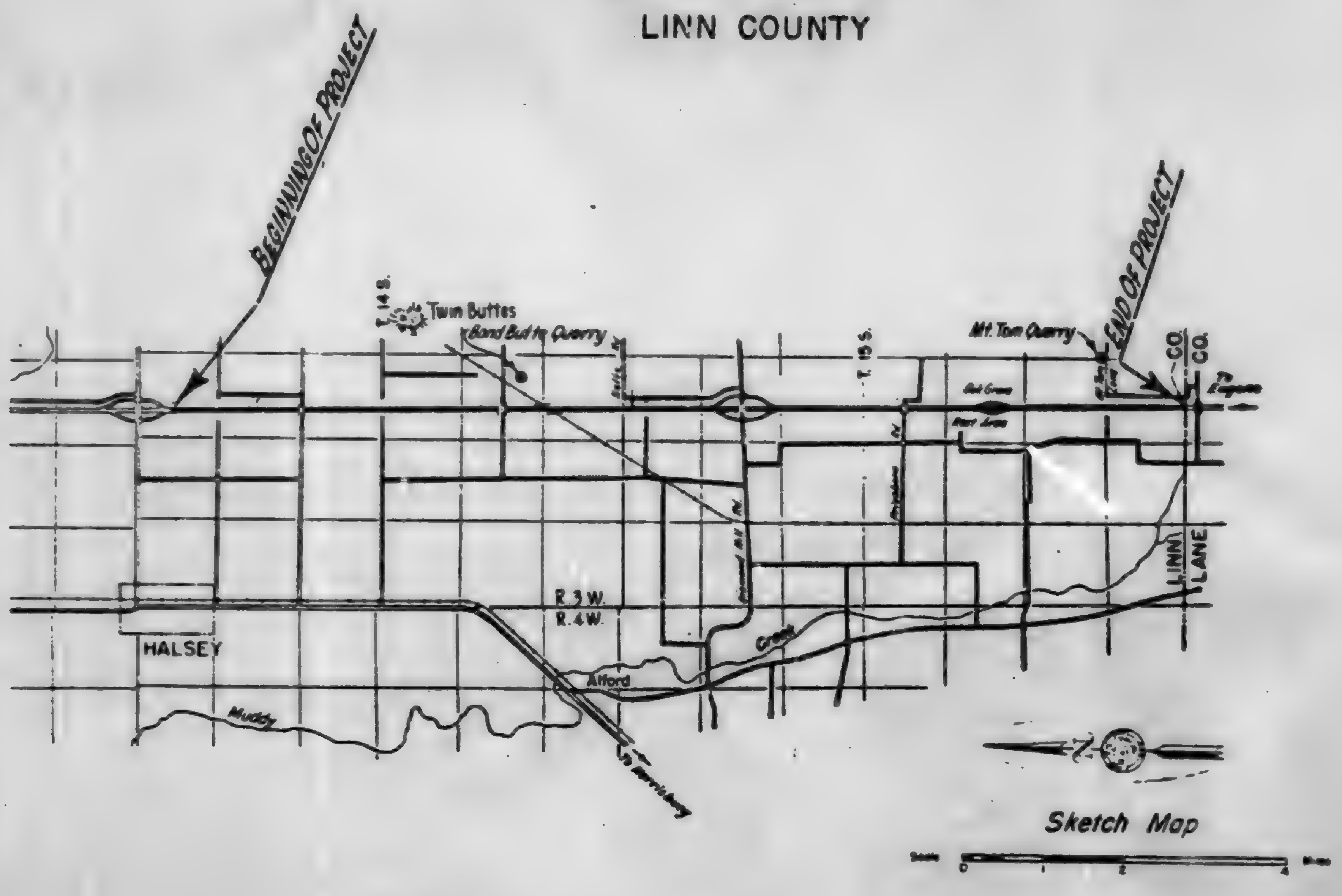
OREGON STATE HIGHWAY DIVISION

SKETCH MAP

HALSEY INTERCHANGE-LANE CO. LINE SECTION

PACIFIC HIGHWAY

LINN COUNTY


BEGINNING OF PROJECT
END OF PROJECT
T. 14 S.
Twin Buttes
Bond Butte Quarry
T. 15 S.
Mt. Tom Quarry
Rest Area
LINN CO.
LANE CO.
To Eugene
HALSEY
R. 3 W.
R. 4 W.
Alford
Creek
Muddy
To Harrisburg
LINN
LANE
Sketch Map
Scale
0
1
2
4
Miles

RECEIVED
JUL 20 1970
FOR FILING

I-5-4(69)204
17479

Phone 378-6563

July 17, 1970

Linn-Benton Association of Governments
P. O. Box 100
Linn County Courthouse
Albany, Oregon 97321

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal Aid Interstate	Halsey Intchgn.-Lane County Line Pacific Highway, Linn County

The estimated date of filing for federal-aid funds on this project is September 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attach.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. E. Royer
H. S. Coe
B. L. Gifford
R. N. Chase
H. C. Johnson
R. D. Asberry

BLG:aw

RECE
JAN 23 1970

UNITED STATES GOVERNMENT

Memorandum

FOR

I-5-4(69)204

9-1-77

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: January 19, 1970

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(-)204
Halsey Int.-Lane Co. Line Section
Overlay and Safety Work
Design Approval

Klabbe

1-22-70

REFERRED TO
Morgan - Barbee
By Asst. State Hwy. Engr.
att: Decker

Young

Reference is made to your December 11 and December 23 letters requesting confirmation of design approval, approval of the overlay depth, and approval of the proposed method of matching the roadway with the structures for subject project.

I concur that design approval for purposes of PPM 20-8 was given for the overlay by our August 25, 1967 letter and for the safety work by our acceptance of the standards recommended in the AASHO yellowbook on Highway Design.

Your proposed method of raising of overcrossing structures and matching of railroad grade is approved as submitted by your December 23 letter.

The requested overlay depth of 9 inches of AC pavement cannot be approved under our governing criteria. The largest overlay which you have justified under our criteria is approximately 7 inches. I am somewhat hesitant to approve an overlay of such magnitude; however, it is recognized that severe problems with the pavement have existed on the project, practically since its opening to traffic some 8 or 9 years ago. Seven inches of pavement overlay is approved for construction with Interstate funds.

It is suggested that the base lift of this overlay be composed of Asphaltic Concrete containing well graded material with 1 1/2 inch rock as the maximum size. Consideration of using a lower penetration grade asphalt for this base lift is also suggested.

Enclosed for your information is a copy of the overlay analysis made by my staff.

Enclosure

RECEIVED
JAN 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OVERLAY ANALYSIS
HALSEY INTERCHANGE to LANE COUNTY LINE
PACIFIC HIGHWAY 5

Analysis based on the following: IM 21-1-67, CM dated May 9, 1967, Memorandum to J. J. Crowley, Fort Worth, Texas, March 19, 1969 from G. M. Williams

---

Data:

1959 Authorization date
1959 to 1979 - 20 year design period
*1961 ADT = 7,207 (year opened to traffic)
*1962 ADT = 9,117 (year pavement reached $P_t = 2.5$)
•1979 ADT = 22,000 (20 years from authorization date)

*taken from Traffic Volume Tables (recorder 2/in section).
•interpolated from 1975 and 1990 projections for this section (B1.1) for the Interstate Cost Estimate.

95% Trucks in design lane
50-50- ADT split
Soil Support Value = 3.2 (based on R = 7)
Regional Factor = 1.0

Percent Trucks and 18^K Equivalents

1961+ SU = 17.0% @0.069 18^K/truck
MU = 11.2% @1.189 18^K/truck
+Percents and 18^K equivalents based on 1963 figures w/in the 1964 truck weight study
1968 SU = 22.5% @0.044 18^K/truck
MU = 9.3% @1.333 18^K/truck
(SU, Single Unit Trucks; MU, Multiple Unit Trucks)

ANALYSIS

To find loading from 1961 opening to mid-1962 at which time pavement serviceability index = 2.5: (The time at which pavement reached serviceability index 2.5 was determined from maintenance costs supplied by State's letter dated 12-18-69 and from visual observations by State and BPR personnel.)

$$\text{Average ADT} = \frac{7207 + 9117}{2} = 8162 \text{ vpd}$$

	vpd	% Trucks in design lane	% Trucks one way	% Trucks	18^Klp Equivalency	
SU 18^K loads =	(8162)	(.95)	(.5)	(.17)	(069)	= 45
MU 18^K loads =	(8162)	(.95)	(.5)	(.112)	(1.189)	= 516
Average daily 18^K loads						= 561

Total 18^K loads 1961 to mid-1962 = (1.5)(365)(561) + 307,148

from AASHO Chart 400-2, P_t = 2.5
SN Supplied 1961 to Mid-1962 = 3.2

To find SN required based on loading from opening to 20 years from authorization date (1961 to 1979).

Avg ADT = $\frac{7207 + 22000}{2}$ = 14,604 vpd

SU = (14604)(.5)(.95)(.225)(.044) = 69
MU = (14604)(.5)(.95)(.0933)(1.333) = 863
Average daily 18^K loading = 932

Total 18^K loads 1961 to 1979 = (18(365)(932) = 6,123,240

from AASHO Chart 400-1, P_t = 2.0
SN Required = 4.7

SN required = 4.7+0.5(10% Safety Factor) = 5.2
SN supplied opening to mid-1962 = 3.2
SN to be added = 2.0

AC Overlay Required = 2.0/0.30 = 6.7" say 7"

A more acceptable approach than using 7" of Class B Asphaltic Concrete might be to use a 1 1/2"-0 Class A Mix base lift and a 3/4"-0 Class C Mix running course.

Summary - Halsey Interchange to Lane County

SN Required = 5.2
SN Supplied (from 1961 opening to mid-1962 at which time serviceability index = 2.5) = 3.2
SN to be added = 2.0

leveling course (1/2" to 1") as required

Use	Coeff		SN Supplied
4" Class A AC Base Lift	0.30	=	1.2
3" Class C Surface Course	0.30	=	0.9
			2.1

Using State's Design Method and Equivalencies:

7" AC = 14" CBE

Treatment	Equiv.	Credit
4" Class A AC	2.0	8.0
3" Class C AC	2.0	6.0
		14.0 CBE

Overlay which I considered eligible for Interstate Participation under IM 21-1-67.

4" Class A Asphaltic Concrete Base Lift
3" Class C Asphaltic Concrete Surface Course

A small amount of bituminous material should also be allowed for leveling.

Initial Analysis by: S. T. Beckett
J. B. Daves

Review and further Analysis by: L.P.R.
L. P. Renz
Area Engineer

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION

Overlay Analysis Using Method Described in HRR #129

Evaluated 80% OWT Deflection = 0.032"
Traffic Coefficient = 11.6

Surface Treatment	From Figure 3 Tolerable Deflection	% Reduction in Deflection	From Figure 2 Increase in GE Req'd	Solution (Overlay Required)	
				AC	Gravel
2"AC	0.018"	$\frac{0.014}{0.032} = 44\%$	7"	2"	3"
3"AC	0.016	$\frac{0.016}{0.032} = 50\%$	9"	3"	3"
4"AC	0.014	$\frac{0.018}{0.032} = 56\%$	12"	4"	4"
5"AC	0.010	$\frac{0.022}{0.032} = 69\%$	16"	5"	6"
6"AC	0.008	$\frac{0.024}{0.032} = 75\%$	18"	6"	6"
7"AC	0.0074	$\frac{0.0246}{0.032} = 77\%$	20"	7"	6"
8"AC	0.007	$\frac{0.025}{0.032} = 78\%$	21"	8"	5"
9"AC	0.0068	$\frac{0.0252}{0.032} = 79\%$	22"	9"	4"

∴Take your pick

This method is entirely dependent on choosing a tolerable deflection; however, the text also indicates that the method is not applicable when excessive wheel rutting is evident.

Analysis by: L.P.R.
L. P. Renz, Area Engineer

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION

Overlay Analysis Using Method Described in
Asphalt Institute Research Report 69-3, June 1969

Using Representative Rebound Deflection as the maximum experienced 0.042"

DTN = 1000 for this section

From Figure II Page 11

Overlay = 4" of AC

Analysis by: L.P.R.
L. P. Renz, Area Engineer

RECEIVED
DEC 24 1969
FOR FILE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-5 4(67)204
7499

December 23, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Dear Mr. Simpson:

A pavement overlay and safety project is being planned on the Halsey Interchange-Lane County Line Section of Interstate Route I-5, Pacific Highway, in Linn County.

Analysis of findings of tests on existing surfacing indicate an overlay of 9" of asphaltic concrete to stabilize the pavement for design loading.

There are four overcrossing structures on the section. One crossing of the Southern Pacific Railroad and three crossings of streams.

We propose to raise the structures at the three stream crossings to the level of the finished overlay. This can be done for an estimated cost of $240,000.

The interruption of traffic and introduction of hazardous conditions would be kept at a minimum under this proposal.

The alternate to this proposal would be to excavate the existing surfacing for a distance each side of the structures and lower the profile to meet the structure.

The cost estimate to do this would be $325,000.

Our objections to this plan, in addition to the increased cost, are difficulty to make the excavation under traffic, and the hazards presented to the travelling public. We also believe the dip in the profile would be objectionable as it would be noticeable when delineated by the center line and fog line stripes.

We propose to excavate the existing surfacing and meet the roadway of the Southern Pacific Railroad Overcrossing.

The cost estimate for this proposal is $100,000. The structures are on the summit of a crest vertical curve and the profile can easily be adjusted to accomplish this.

The alternate to this proposal would be to raise the structures to meet the overlay at an estimated cost of $183,000.

We, therefore, ask you to concur with our decisions and approve the method of matching the roadway of the structures of the overlay.

Very truly yours,

FORREST COOPER
State Highway Engineer

By D J Barbee

D. J. BARBEE
Design Engineer

DJB/ak/bdr

✓cc: F. B. Klaboe

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DEC 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

4

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JAN 7 - 1970
FOR F[illegible]

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 ° 1634 S.W. ALDER ST. ° PORTLAND, OREGON ° 97208 ° Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

I-5-4(67)204
7499

December 23, 1969

cc's sent 1-5-70

F.B. Klaboe
L.H. Young
T.C. Roake (5)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (5)
L.W. Rulien (2)
R.D. Asburry (4)
H.S. Coulter (4)

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We are replying to letters from your office dated December 5, 15, and 17 which referred to the prospectuses for the following projects:

1. Old Scholls Ferry Road-Pacific Highway West Section
   Murray Boulevard, FAS 630, Washington County
2. Ridgeview School-Malloy Ranch Section
   Succor Creek Road, Malheur County
3. Ona Beach State Park
   Foot Bridge, Lincoln County
4. Halsey Interchange-Lane County Line Section
   Pacific Highway, Linn County
5. Frenchglen Highway-Malheur Wildlife Refuge Headquarters
   Section Sod House Lane, FAS 824, Harney County.

None of the above projects will have any adverse effects on the fishery resources and they are all approved.

We appreciate being able to comment on this proposed construction.

Very truly yours,

R.O. Koski

R. O. Koski
Fishery Staff Specialist

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JAN 8 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

ROK:js

cc: Dir. OFC

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DEC 12 1969

[illegible]
I-5-4(69) 204
17499

December 11, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Design Approval
Halsey Int.-Lane Co. Line Section
Overlay and Safety
Oregon Project I-5-4(-)204

Dear Sir:

We hereby request your concurrence that design approval was given for the subject project by Bureau of Public Roads' memorandum of August 28, 1967, giving tentative approval of the estimated overlay thicknesses as set forth in the 1968 Interstate Cost Estimate. Design approval was given in your memorandum of August 18, 1969, for the safety work on this project with the BPR's acceptance of the standards recommended (in the AASHO yellow book on Highway Design).

We also request your approval of a 9-inch AC pavement overlay for this project as recommended in the attached report from our Soils and Geology Section. Supporting documentation has been submitted to your department. The overall limits for the project are the same as the original paving project, No. I-5-4(30)204, Sta. 2008 to Sta. 2674+61.46. This request is in compliance with your memo of October 31, 1969, subject "Preliminary Engineering for Interstate Pavement Overlays."

In addition to the pavement overlay, we plan to perform safety work in conformance with the AASHO yellow book. It will also be necessary to raise three bridges to eliminate the dead load that would result from the 9-inch overlay. The bridges are:

Little Muddy Creek Tributary Bridge	#8245	Sta. 2285
Little Muddy Creek Bridge	#8246	Sta. 2314
Creek Crossing Bridge	#8351	Sta. 2580

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
F. D. Morgan
D. J. Barbee
I. D. Merchant
R. N. Chase
B. L. Gifford

DAR:la

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1969

SUBJECT: Overlay Recommendation
Halsey Interchange-Lane County Line
Pacific Highway (FAR 81)
Linn County

To: F. D. Morgan
Construction Engineer
O F F I C E

Attention: G. L. Decker

Attached is a Project Base Design recommending a 9.0 Asphaltic Concrete Overlay for the subject section. This recommendation is based on information referred to in paragraph 3.

A total of 41 holes were drilled for the condition survey. The Asphaltic Concrete cores and the surface condition of the roadway were examined visually, and a value for the Asphaltic Concrete wearing surface was established from this inspection. The base material was sampled and tested. The test results were compared against requirements for specification stone subbase, and a credit factor assigned based on the comparison. From the above data it was determined that a 9.5" Asphaltic Concrete Overlay would be required for adequate performance through the design year of 1979.

In March, 1969, 180 deflection measurements were made on this section. Using the method described in H.R.R. #129, 1966, Page 60, the following result was obtained:

Average Deflection	0.027
Evaluated (80%) O.W.T.	0.032
Traffic Coefficient	11.6 (1959-1979)
Twenty Year E.W.L.	99,687,600
Tolerable Deflection	0.008
Percent Reduction Required	75%
Crushed Base Equivalent Requirement	18.0"
Asphaltic Concrete Overlay Required	9.0"

See attachments for supplemental information on deflection measurements, summary of hole logs and test results, and photographs showing the condition of the existing roadway.

Routing
1 ✓ Barbee
2 Hall #
A. Olson
Sample
Terpin copy
Swenson Copy

Trout AP
Wills
Hacklemen
Scott
R. Olson
Carstensen

RECEIVED
DEC 8 1969
DESIGN
DIVISION

F. W. Yarbrough
Soils & Geology Engineer

C. J. Gregg
C. J. Gregg
Asst. Section Supervisor

CJG:af
Attachments

I-405-8(26) S.W. Hall St. & S.W. Alder 1970
302 St. (Portland) Sec., of Stadium
#7500 Frwy. (Roadside improvement)

CVA 2503

RECEIVED
MAR 2 - 1972

2-23-72

FOR FILING

cc: OSHD (R E Johnson)
Region
Wash DC
Area Engr Christianson

7 I-405-8(26)302
2500

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cst

REGION NO. 10	REPORT NO. 7	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 2/23/72	REPORT MADE BY P. E. O'Neil, Asst Area Engr		PROJECT NO. I-405-8(26)302
COMPLETION DATE 6/30/71	ACCEPTANCE DATE BY CONTRACT AGENCY January 31, 1972	TIME ELAPSED 100 %	CONTRACT TIME Completion Date 6/30/71
APPROVED EXTENSIONS None	LOCATION S.W. Hall St. & S.W. Alder St. along the Stadium Freeway (I-405) in Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FEB 25 1972
REGIONAL OFFICE

3-1-72
REFERRED TO
John . Young

S.W. HALL ST. & S.W. ALDER ST. (PORTLAND) SECTION

STADIUM FREEWAY

Mini-Parks

This project provided for two mini-park developments in the City of Portland. One park is located near a residential area and the other park is in a commercial area both of which fit into and enhance their surroundings.

The original plantings and all construction items were completed and approved on June 30, 1971, which is the ending date for the spring planting season. The plantings have gone through the fall establishment period and the contractor has completed the replantings. The contract work was all completed within the specified completion date.

The final cost of the contract was $85.516.32, which is an underrun of 1.85%. There were some overruns and underruns; however, the net result was a small underrun. All the overruns and underruns were satisfactorily explained by the State.

The project has been completed in reasonably close conformity with the approved plans and specifications, and acceptance of the project is recommended.

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OFFICE OF
STATE HIGHWAY ENGINEER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE C. I. Christianson C. I. Christianson		SIGNATURE R. E. Simpson	
TITLE Area Engineer	DATE 2/23/72	TITLE Division Engineer	DATE

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
FEB 9 - 1972
FOR FILING

I-405-8(26)30.2
7500

February 8, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 3, 1972, we wrote to you concerning release of final payment on Contract No. 7500 awarded to Nichols Landscaping, Inc., for roadside improvement on S. W. Hall Street and S. W. Alder Street in Portland of the Stadium Freeway in Multnomah County.

Final payment on this contract is $6,613.02 and the total contract amount is $64,517.[illegible] including $1,002.86 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Nichols Landscaping, Inc.
11360 S. W. Stevens Road
Portland, Oregon 97266

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
L. W. Rulien

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1972-1972

FOR FILING

I-405-8(26)302
7500

January 31, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed June 30, 1971 on Contract No. 7500. The contract was with Aichele Landscaping, Inc., and was for roadside improvement on the S.W. Hall St. & S.W. Alder St. (Portland) Section of the Stadium Freeway Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 31, 1972 and that you concur in this procedure at the Commission Meeting on February 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VG:dg

bc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
V. E. Skoog
H. S. Cox
W. J. Hart
H. S. Coulter

I-405-8(26)302
7500

c

FORM 6-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: SW Hall St & SW Alder St (Portland)	WEEK ENDING: January 29, 1972	SECTION PREFIX: 626-1031
HIGHWAY: Stadium Freeway	COUNTY: Multnomah	
NAME OF JOB: SW Hall St & SW Alder St (Portland)	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichele Landscaping Inc.	CONTRACT NUMBER: 7500	FEDERAL AID PROJECT NUMBER: I-405-8(26)302
DATE OF CONTRACT: November 18, 1970	DATE WORK STARTED: January 5, 1971	ESTIMATED COMPLETION DATE: -
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS:	WORK DAYS USED: CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 100,277	SPECIFIED COMPLETION DATE: June 30, 1971	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 91,519	ENGINEERING AUTHORIZATION: $ 8,758	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 85,451	ENGINEERING COST TO DATE: $ 12,100	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97
ESTIMATED PERCENT: XXXXXXX UNDERRUN 1.5%	PERCENT OF AUTHORIZATION: 138 %	DATE PROJECT WAS COMPLETED: June 30, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	DOES NOT APPLY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Bond
Walker
Johnsen
RECEIVED
JAN 31 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

Contractor was notified to submit PR-47.

Contractor submitted final E.W.O. billing. Post Semifinal and other pertinent data submitted to Region Office on 1-28-72.

This will be the final weekly report.

SIGNED Roy T. Heinz LOCATION 9000 SE Fuller Rd.
Roy T. Heinz, Res. Engr. Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

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JAN 20 1972
FOR FILI

I-405-8(26)302
1500

January 19, 1972

Mr. William Keppel
Parks & Recreation Division
City of Portland
City Hall
Portland, Oregon 97204

Dear Mr. Keppel:

Various data pertaining to the mini-parks adjacent to I-405 in the Hall Street-Alder Street vicinity were forwarded to you on December 7, 1971.

By agreement of November 24, 1970, and your request regarding these property transfers for maintenance and upkeep by the City, this is to advise that the State's contract has been completed, inspected on January 12, 1972, and accepted from the contractor.

Based on the above, enclosed are pictures relating to the mini-park construction. If anything more is needed, please do not hesitate to call or write.

As of February 1, 1972, these mini-parks will be a City responsibility.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

Enc.

DNH:mm 1a

bc George H. Baldwin
Tom Edwards
R. L. Schroeder
E. S. Hunter
Lloyd P. Shaw
A. E. Johnson
Gary Sund
L. H. Young
F. D. Morgan
F. L. Hall
Roy Olson
H. S. Coulter
H. S. Cox
Vince Gallagher

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1972

SUBJECT: Mini-parks
SW Hall-SW Alder Section
Stadium Freeway
Portland

To: Mr. R. L. Schroeder
Assistant State Highway Engineer
BUILDING

Under date of December 7 I wrote, at Mr. Klaboe's request, to Mr. William Keppel, Parks and Recreation Division of Portland, regarding subject matter.

This contract has now been completed (final inspection was made 1/12/72) and is currently being finalized. State is now in a position to transfer the properties involved, per terms of the November, 1970 agreement, to the City of Portland for City's maintenance and upkeep.

A suggested draft to the City is attached setting February 1, 1972 as acceptance date, and I trust that you or Mr. Klaboe have the pictures etc. to go along with it.

Please call me or Landscaping Section if you need additional data.

H. S. Cox
County and City Engineer

By

D. N. Harwell mm

D. N. Harwell
Assistant Engineer

RECEIVED
JAN 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:mm
cc: F. B. Klaboe

Att.

SP*82475-724

1-12-72 STATE COPY

Fcer OSHD (AE Johnson)
Regional
Wash DC
FOR Area Engr Christianson

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 1-12-72	INSPECTION MADE BY P. E O'Neil Asst Area Engr.		PROJECT NO. I-405-3(26)302
IN COMPANY WITH R. Heinz Res Engr, R Rivett Hwy Engr, FHWA; D. Swan Const. Design Engr. H Spooner Asst. Landscape Architect, OSHD			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

I-405-3(26)302

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

JAN 31 1972
REGIONAL OFFICE

SW. HALL ST. & SW ALDER ST. (PORTLAND) SECTION
STADIUM FREEWAY
Mini-Parks

The original plantings and all construction items were completed and approved on June 30, 1971 which is the ending date for the spring planting season. The plantings have gone through the fall establishment period and the contractor has completed his replantings. All planting appeared to be in satisfactory condition and acceptance of this project is recommended.

The plastic litter receptacles installed at the S.W. Hall Mini Park have sustained an excessive amount of vandalism. A more vandal-proof receptacle should be used in this area. The material reports were reviewed as the project progressed and were found in substantial conformance with the specifications.

cy to Const & maintenance 2-4-72

maint

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OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTED
A. E. JOHNSON

NOTED
R. E. HUNTER

2-2-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM PR-33B
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

Form E-208—5M

I-405-1(26)-2-2
7500

STATE COPY 18

APPROVED EFFECTIVE DATE 12-17-71
Contingent upon modification of project agreement if additional funds are required
BY G. Green
Engineering Coordinator
TITLE
DATE 12-28-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name SW Hall St.-SW Alder St. (Portland)
Highway Stadium Freeway ~~(Roadside Improvement)~~
County Multnomah
Contractor Nichols Landscaping, Inc.
Address 11360 SE Stevens Road, Portland, Oregon 97226

Contract No. 7500
Prefix [illegible]
F. A. Project No. I-405-1(26)[illegible]
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract

Description of work to be done:

Supply and place drain rock during replacement planting of trees in wet area.

Replace soil which has soured and/or moulded.

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DEC 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

to Const. 12-31-71

Location by station numbers:

Throughout project

Estimate of quantities and cost:

Labor	$ 500.00
Equip.	100.00
Material	150.00
Total	$ 750.00

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Wet areas have become apparent since original tree planting was made. Sub-drainage and new soil is in order prior to replacement planting.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$100,276.52
Present estimate of project cost, including $750.00 for work under this order	$99,152.12
Expected under-run ~~over-run~~ amount	$1,124.40
Expected under-run ~~over-run~~ per cent	1.12

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz Roy T. Heinz
Resident Engineer

Approval Recommended:
Construction Engineer
Division Engineer

Approval Recommended:
Division Engineer

Approved:
Program & Planning
Deputy State Highway Engineer
Assistant State Highway Engineer

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DEC [illegible] 1971
FOR FILING

bc: George Baldwin
Tom Edwards
F. D. Morgan
F. L. Hall
L. H. Young
Roy Olson
V. L. Gallagher

OREGON STATE
~~HIGHWAY DIVISION~~

I-405-8(26)E02
7500

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

December 7, 1971

Mr. William Keppel
Parks & Recreation Division
City of Portland
City Hall
Portland, Oregon 97204

Dear Sir:

Recently you discussed with Mr. F. B. Klaboe, Assistant State Highway Engineer, the matter of "mini-parks" adjacent to I-405 in the vicinity of SW Hall Street and SW Alder Street in Portland.

Pursuant to an agreement of November 24, 1970, between City and State, the parks were constructed under Contract #7500 which was awarded to Aichele Landscaping, Inc., on November 18, 1970.

Work was started on January 5, 1971, and basically completed on June 30, 1971, with the contractor doing some replacement work on the project at the time of this writing.

The estimated actual total cost of the project is approximately $98,500 with actual cost to be determined upon final estimate preparation, most likely in early 1972, at which time these mini-parks will be officially turned over to the City of Portland per terms of the agreement of November 24, 1970.

Copies of the agreement and project plans are enclosed for your use.

Very truly yours,

R. L. Porter
State Highway Engineer

By

D. N. Harwell

D. N. Harwell
Coordinating Engineer
County and City Section

RECEIVED
DEC 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:mm
Encl.
cc: F. B. Klaboe
R. L. Schroeder

Form E-123

Form A-J36 (Rev. 8-70)

I-405-8(26)302
7500

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required.
BY
TITLE Dist. Engineer
DATE 8-12-71
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY 6-1F

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7500

Section SW Hall St.-SW Alder St. (Portland) Date July 29 1971

Highway Stadium Freeway ~~(Roadside Improvement)~~ F.A.P. No. I-405-8(26)302

County Multnomah Prefix 626-1031 Account No. 255 ~~279~~-02

Description of Work To Be Done: Provide for payment of water bills to the City of Portland until the Portland Parks Department assumes the maintenance of these parks.

Location by Station Numbers:

SW Hall & 14th
SW Alder & 15th

Estimate of Quantities and Costs:

Water $100.00

NOTED
TOM EDWARDS

Explanation:

No provision was made in the original authorization for the use of Portland City water. Subsequent contracts provide for State payment of this item.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$100,276.52
Present estimate of project cost, including $100.00 for work under this order	$96,851.75
Expected under-run ~~over-run~~ (amount)	$3,424.77
Expected under-run ~~over-run~~ (per cent)	3.42

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz Roy T. Heinz
Resident Engineer

Approval Recommended:
~~Dist.~~ Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: J H Ousley
Regional Engineer

Approved:
Construction Engineer

8-16-71

I-405-8(26)302

Form A-105 (Rev. 6-70)

7500

STATE COPY

6-15

APPROVED EFFECTIVE DATE 4-20-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE [illegible] Engineer
DATE 5-5-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION

STATE FORCES
NOT INVOLVED

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7500

Order No.

Section S. W. Hall St. - S. W. Alder St. (Portland) Date April 16, 1971

Highway Stadium Freeway (Roadside Improvement) F.A.P. No. I-405-8(26)302

County Multnomah Prefix 626-1031 Account No. 285-01

Description of Work To Be Done:

Install water services at S. W. Hall and S. W. Alder Streets.
Test meters.

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Location by Station Numbers:

Corner of S. W. Hall and S. W. 14th St., Portland
Corner of S. W. Alder and S. W. 15th St., Portland

Estimate of Quantities and Costs:

Install 2" tap and service at S. W. Hall	$ 465.00
Test 2" meter	6.00
Install 1½" tap and service at S. W. Alder	415.00
Test 1½" meter	1.50
TOTAL	$ 887.50

Explanation:

This work specified in plans to be done by the City of Portland.
This work not provided for in original authorization.

NOTED
TOM EDWARDS

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 100,276.52
Present estimate of project cost, including $ 887.50 for work under this order	$ 97,642.02
Expected under-run ~~XXXXXXX~~ (amount)	$ 2,634.50
Expected under-run ~~XXXXXXX~~ (per cent)	2.63

Space to right of this line is for use of Salem Office

Submitted by: Roy T. Heinz
Roy T. Heinz
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended: J H [illegible]
Regional Engineer

Approved: [illegible] Morgan
Construction Engineer

5-10-71

RECEIVED
APR 5 - 1971

3-16-71

COPY SENT
MAR 30 1971
REGIONAL OFFICE

FOR FILING

Bryant, Area Engr

OSHD
Region
Wash DC

(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☒ Project Stage * ☐ Statewide Inspection-In-Depth

I-405-8(26)30-

1510

Region No. 8	Report No. 1	County Multnomah	Division Oregon
Date of Inspection 3-16-71	Inspection Made By D.V.Kamnikar, Hwy Engr Trainee		Project No. I-405-8(26)302

In Company With
P.E.O'Neil, Asst Area Engr, FHWA; R. Heinz, Res Engr, OSHD

Location
SW. Hall St. and SW. Alder St. along the Stadium Freeway (I-405) in Portland

Contractor Name and Address
Aichele Landscaping, Inc., Portland, Oregon

Award Date 11-18-70	Contract Amount 87,127.75	Time Allowed Complete 6-30-71	Time Started Nov.18, 1970	Work Started 1-5-71
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 51 %	Work Completed 16	

Roadbed (Width) N/A (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NO.	STRUCTURES OVER 20-FOOT SPAN NET LENGTH (Miles)
Roadside Improvement (mini-Parks)	Y021	0.00	-	-	-	-	-	-

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

4-5-71

Young

SW. HALL ST. & SW. ALDER ST. (PORTLAND) SECTION
STADIUM FREEWAY
Mini-Parks

1. GENERAL DESCRIPTION:

This project provides for mini-park development consisting of planting trees, shrubs, vines, lawns; construction of retaining walls and walks; installation of irrigation systems and area illumination. This inspection included a stage inspection on compliance with the EEO provisions of the contract.

2. WORK IN PROGRESS:

Retaining walls "A" and "B" have been completed and surface finishing partially completed. The concrete subcontractor was working on Wall C. No other work in progress.

(more)

NOTED
F. D. KLABOE

NOTED
TOM EDWARDS

RECEIVED
MAR 31 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. EEO STAGE INSPECTION RESULTS:

The EEO file in the resident engineer's office was found satisfactory and the contractor's monthly report submitted. It was noted the contractor did not have his EEO posters up at the job site. However, the resident engineer immediately phone Mr. Aichele to inform him that he should post the required posters.

4. OTHER COMMENTS:

The project identification sign at the SW. Alder site was noted not to have participating monies entered on it. The resident engineer informed Mr. Aichele by phone to enter the amounts on the sign.

The concrete records were reviewed and found satisfactory.

While the time elapsed exceeds the percent work completed by a substantial amount the overall progress is considered satisfactory due to the nature of the work involved. With the advent of good weather the planting and other landscaping work can begin which will result in a substantial increase in the percent work completed. It is expected that all work will be completed within the time allowed under the contract.

RECEIVED
DEC 15 1970
FOR FILING

I-405-8(26) 302

7500

December 14, 1970

[illegible] Landscaping, Inc.
11360 S. E. [illegible] Road
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7500 for roadside
improvement on the S. W. Hall
Street and S. W. Alder Street
in Portland of the Stadium Freeway
in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland, Oregon 97205

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box [illegible]
Tacoma, Washington 98401

bc F. B. Morgan
I. D. Merchant
Roy Olsen
James Dun
R. L. Schroeder

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 12-19	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Multnomah
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 11-30-70	PROJECT NO. I-405-8(26)302

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. W. Hall St. and S.W. Alder St. (Portland) Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-7-70	0.00
OTHER *(Specify)*		

FUNDS 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 96,290.00	FEDERAL FUNDS $ 88,837.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______

Asst. State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer NOV 30 1970

FORM PR-2 (REV. 1-70) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. I-405-8(26)302

S. W. HALL ST. AND S. W. ALDER ST. (PORTLAND) SECTION
ON THE STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, November 24, 1970

Project agreement estimate.

Type Code Y021
Mini-Parks (Sta. 417+50)(Sta. 455+00)

Clearing and Grubbing	All	Required		$ 8,000.00
Embankment in Place	1,600	cu.yd.	3.00	4,800.00
Trench Excavation	140	cu.yd.	3.00	420.00
Furnishing and Placing Topsoil	880	cu.yd.	3.50	3,080.00
Class "A" Concrete in Walls	70	cu.yd.	160.00	11,200.00
Reinforcement in Walls	3,300	lb.	0.12	396.00
8-inch Sewer Pipe	110	lin.ft.	5.00	550.00
Concrete Drop Inlet	2	only	85.00	170.00
Concrete Catch Inlet	3	only	60.00	180.00
4-inch Concrete Walks	370	sq.yd.	7.40	2,738.00
5-inch Concrete Walks	290	sq.yd.	7.85	2,276.50
Exposed Aggregate Concrete Walks	540	sq.yd.	10.00	5,400.00
4" x 4" Redwood Header Boards	700	lin.ft.	1.48	1,036.00
Slate Paving	200	sq.yd.	28.80	5,760.00
Concrete Stools	35	only	55.00	1,925.00
Bench	13	only	70.00	910.00
Drinking Fountain	2	only	250.00	500.00
Litter Receptacles	9	only	25.00	225.00
Area Illumination and Power Supply	All	Required		8,147.00
Salvage and Reinstall Guard Rail	35	lin.ft.	5.00	175.00
Salvage 6-ft. Chain Link Fence	380	lin.ft.	1.50	570.00
6-ft. Chain Link Fence-Salvaged	380	lin.ft.	2.50	950.00
Furnishing and Planting Trees	56	only	25.00	1,400.00
Furnishing and Planting Specimen Trees	23	only	95.00	2,185.00
Planting City-Furnished Trees	3	only	45.00	135.00
Furnishing and Planting Shrubs	2,000	only	5.10	10,200.00
Furnishing and Planting Vines	1,000	only	0.60	600.00
Inorganic Fertilizer, 22-16-8	46	cwt.	12.00	552.00
Mushroom Compost	170	cu.yd.	10.00	1,700.00
Bark Mulch	12	unit	35.00	420.00
Lime	1	ton	30.00	30.00

Sod Lawn	8,000 sq.ft.	0.30	2,400.00
1/2-inch Water Pipe	830 lin.ft.	0.50	415.00
3/4-inch Water Pipe	800 lin.ft.	0.58	464.00
1-inch Water Pipe	540 lin.ft.	0.65	351.00
1 1/4-inch Water Pipe	430 lin.ft.	0.75	322.50
1 1/2-inch Water Pipe	220 lin.ft.	0.90	198.00
2-inch Water Pipe	230 lin.ft.	1.05	241.50
2 1/2-inch Water Pipe	400 lin.ft.	1.25	500.00
1/2-inch Galvanized Steel Water Pipe	180 lin.ft.	0.60	108.00
3/4-inch Galvanized Steel Water Pipe	125 lin.ft.	0.80	100.00
1-inch Galvanized Steel Water Pipe	60 lin.ft.	0.95	57.00
1 1/4-inch Galvanized Steel Water Pipe	55 lin.ft.	1.10	60.50
1 1/2-inch Galvanized Steel Water Pipe	75 lin.ft.	1.50	112.50
2-inch Galvanized Steel Water Pipe	225 lin.ft.	2.75	618.75
2 1/2-inch Galvanized Steel Water Pipe	25 lin.ft.	3.10	77.50
1-inch Globe Valve	2 only	30.00	60.00
1 1/2-inch Gate Valve	1 only	40.00	40.00
2-inch Gate Valve	1 only	55.00	55.00
2-inch Pressure Reducing Valve	1 only	300.00	300.00
1 1/4-inch Automatic Section Valves	3 only	70.00	210.00
2-inch Automatic Section Valves	6 only	85.00	510.00
3/4-inch Quick-Coupling Hose Valves	10 only	10.00	100.00
1 1/4-inch Atmospheric Vacuum Breakers	3 only	20.00	60.00
2-inch Atmospheric Vacuum Breakers	6 only	28.00	168.00
Pop-up Nonrevolving Sprinkler Heads	32 only	7.00	224.00
Shrubbery Sprinkler Heads	160 only	3.25	520.00
Fountain Bubbler Sprinkler Heads	26 only	2.75	71.50
3-Section Automatic Controllers	1 only	500.00	500.00
6-Section Automatic Controllers	1 only	800.00	800.00
1-inch Electrical Conduit	310 lin.ft.	2.75	852.50
			$87,127.75

Flagging (60% of contractor's cost)	All Required	250.00
Erosion Control	All Required	200.00
		$ 450.00
	Subtotal	$87,577.75
	10% Engr. & Cont.	8,712.25
	Total	$96,290.00

Length of Project - - - - 0.00 mile

Summary of Funds

Federal Funds - - - - - - - - - -	$88,837.00
State Funds - - - - - - - - - - -	7,453.00
Total Cost - - - - - - - - - - -	$96,290.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7500

Prefix 626-1031

RECEIVED
JAN 5 1971

I-405-8(26) 302
#7560

4l

11-24-70

November 27, 1970

City of Portland
City Hall
Portland, Oregon 97204

MISC. CONTRACTS and
AGREEMENTS No. 2503

Attention: James Hamill
City Auditor

Gentlemen:

Attached for your records are two fully executed copies of an agreement concerning construction and maintenance of "mini-parks" adjacent to the Stadium Freeway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Att.

cc H. S. Cox
(conf. agreement att.)

NOV 23 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-405-8(26)302

DATE: November 18, 1970

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7500

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(26)302
SW. Hall St. & SW. Alder St. Section
Concurrence in Award

As requested in Mr. Young's November 18, 1970 letter we hereby concur as of November 18, 1970 in the award of contract No. 7500 to Aichele Landscaping, Inc., of Portland, Oregon low bidder in the amount of $87,127.75 at the October 29, 1970 bid opening. This concurrence was found to be in the public interest by our Regional office, pursuant to Paragraph 10c of PPM 21-6.3 as requested in Mr. Young's November 5, 1970 letter.

cc:
Region (08-00.344)
Wash DC
Accts
Burghardt

11-23-70

REFERRED TO
Young
ASST. STATE HWY. ENGR

NOTED
TOM EDWARDS

RECEIVED
NOV 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOV 18 1970

I-405-8(26)302
7500

November 18, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of November 18, 1970, is requested in the award of contract for the S.W. Hall St. and S.W. Alder St. (Portland) Section, Project No. I-405-8(26)302.

The contractor receiving the award is Aichele Landscaping, Inc., in the amount of $87,127.75 with Contract No. 7500 assigned. This bid was received on October 29, 1970, and awarded November 18, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway Administration's
Endorsement

Date__________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
NOV 18 1970

FOR FILING

I-405-8(22)302
7510

November 18, 1970

Aichele Landscaping, Inc.
11380 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission on November 2, 1970, accepted your proposal for roadside improvement on the S. W. Hall Street & S. W. Alder Street (Portland) Section of the Stadium Freeway in Multnomah County for the sum of $[illegible] and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7510.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon

F. D. Morgan Roy Olsen
I. D. Marchant James Don
R. L. Schroeder William Geibel (SAIF)

RECEIVED
NOV 6 - 1970

I-405-8(26)302
7500

November 5, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the S.W. Hall St. and S.W. Alder St. (Portland) Section, Project No. I-405-8(26)302.

On October 29, 1970, Aichele Landscaping, Inc. of Portland submitted the low bid for construction of these mini-parks in the amount of $87,127.75, which is $16,699.20 or 23.7% over our Engineer's estimate of $70,428.55. Three other bids were received in the amounts of $88,214.00, $92,996.25 and $104,066.30.

There are several items that make up the overrun on this project and on most of them our estimate was too low, because the estimate was made from statewide average bid prices that did not take into account the small quantities involved or recent wholesale price increases. Listed below are the items that overran our estimate the most and the reasons for this overrun.

1. "Embankment in Place" This is a small quantity and probably will be furnished in the same manner and from the same source as the topsoil; a high unit price resulted.

2. "Class A Concrete in Walls" Seventy cu. yds. in retaining walls 343 feet long, and all of it circular, add up to a lot of forming material and labor; therefore, this item was estimated too low.

3. "Exposed Aggregate Concrete Walks" Our estimate for this was $8.00 and the bid was $10.00, resulting in $1,080 over our estimate. This is a special kind of surfacing requiring more labor, and labor has had recent pay increases resulting in higher prices.

Mr. R. E. Simpson
November 5, 1970
Page 2

4. "Furnishing and Planting Shrubs" We were recently notified of a wholesale price increase for shrubs by the Teufel Nursery in Portland. This is the area's largest wholesaler who generally dictates the area prices. This is the result of a shortage in California, which is the main supply base for shrubs.

5. "Bark Mulch" This is another item in short supply which demands a premium price at this time.

One other reason we now feel the bids are over our estimate is that this project is in two parks in a downtown area which will be more costly to build because of traffic delays and employee distractions.

We received four bids from reliable contractors who generally bid this type of project, and we feel we have received reasonable, representative bids. We do not believe we could receive more favorable bids by readvertising; therefore, we feel it is in the public interest to award the contract to the low bidder at this time.

Attached are two copies of the bid tabulations; if further information is needed, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: F. B. Klaboe
F. L. Hall
E. L. Johnson
Roy Olson
R. N. Chase

DAR:la

RECEIVED
NOV 3 - 1970

I-405-8(26)302
7500

November 2, 1970

Oregon State Highway Commission

Gentlemen:

There will be presented to you at the November 24 meeting an agreement between the City of Portland and the State pertaining to the construction and maintenance of "mini-parks" adjacent to the Stadium Freeway (I-405) on which bids were received October 29.

The agreement covers the following obligations: The State is to provide landscaping, storm drainage system, water sprinkling system, preparation of site and planting of trees or shrubs, seeding of landscaped area, and bench installations; and the City is to provide maintenance, sprinkling costs, and illumination costs.

Your approval and authorization for the Secretary to sign this document on your behalf are requested.

Very truly yours,

R. L. Porter
State Highway Engineer

cc:
Floyd Quary
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. E. Young
F. D. Morgan
R. L. Schroeder
H. S. Cox

DNH:mm sr

RECEIVED
OCT [illegible] 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-405-8(26)302
7500

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 27, 1970

In reply refer to: 08-35.7

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(2)301
Sunset Interchange - Marquam Bridge
Oregon Project I-405-8(26)302
Mini-Park at SW. 14th & SW. Hall
(Mr. L. H. Young's October 14 letter)

Returned herewith is approved Right of Way Plan Sheet No. 5 which shows Parcel No. 3 of File No. 32065 being converted to a participating status.

You may claim reimbursement for the cost of the parcel less net rentals and salvage which may have been derived from the State's ownership of the parcel.

Enclosure

cc:
OSHD (D.H. Moehring)
OSHD (L.H. Young)
OSHD (M.R. Mitchell)
Accts

orig w/enc
to Young
10-29-70

NOTED
TOM EDWARDS

RECEIVED
OCT 2[illegible] 70
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 19 1970

FORM PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT
I-405-8(26)302

STATE PROJECT NO.
S. W. HALL ST. AND S.W. ALDER ST. SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

I-405-8(26)302

TO: 2500

PROGRAM NO.

ITEM NO.
1-627

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
☐ 1 ☒ 2

10-15-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Klaboe w/ [illegible]
cu & div 10-16-70
Young w/enc. 10-16-70

DATE PS&E APPROVED OCTOBER 7, 1970	DATE AUTHORIZATION EFFECTIVE OCTOBER 7, 1970	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 405 STATE ROUTE NUMBER STATE PRIMARY ROUTE 61

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $250.00 AND EROSION CONTROL COSTS IN THE AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* CONTRACTOR'S FLAGGING $250.00
EROSION CONTROL $200.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S OCTOBER 5, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE STANDARD SPECIFICATIONS FOR WELDED HIGHWAY BRIDGES AND INCIDENTAL STRUCTURES, JULY 1970 ISSUE, ARE APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED

NOTED
F. B. KLABOE

DATE 10-15-70	SIGNATURE OF APPROVING OFFICIAL	TITLE for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 9, 1970

In reply refer to: 08-35-DA

Klaboe

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

I-405-8(1)[illegible]
45/610

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(1)301 Mini-Parks
SW 14th Avenue at Hall Street and SW 15th Avenue at Alder Street
Use of City-furnished Materials

Mr. Young's October 1 letter requested a waiver of the requirement that the contractor furnish all material incorporated in the subject project in order that three Harlequin Glorybower Trees to be furnished by the City of Portland without cost to the contractor or the project could be planted in the mini-park at SW 14th and Hall Streets by the contractor. For the reasons given your request is approved.

NOTED
F.B. KLABOE

orig to Young
copy to Hall
10-13-70

RECEIVED
OCT 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TRANSACTION NUMBER 10-32

ORM PR-43
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-7-70

BY (Signature): MR. ELLISON'S OCTOBER 5, 1970 LETTER

TITLE: ASST. PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 627 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
527	1-405-8(26)302	0.0	80,000	73,800	S.W. HALL ST. & S.W. ALDER ST. (PORTLAND)	MINI-PARK DEVELOPMENT.

10-7-70

EMARKS (Division)

RECEIVED
OCT 19 1970
FOR FIL

I-405-8(26)302
7500

Young 10-13-70

NOTED
F. B. KLABOE

RECEIVED
OCT 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
ATE	SIGNATURE AND TITLE	DATE 10-7-70	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

RECEIVED
OCT 7 - 1970

FOR FILING

I-405-8(26)302
[illegible]7500

October 5, 1970

Mr. R. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate Federal-Aid Project, Item No. 627, Project No. I-405-8(22)302, S.W. Hall St. and N.W. Alder St. Section, which we desire to have included in the Federal-Aid Interstate Highway Program.

The project is stage construction of the landscaping of the present highway facility, through development of multiple use of the existing highway right of way as defined in IM 21-2-69, and will contribute toward the enhancement of the environment through which the highway passes. The two "mini-parks" utilize right-of-way parcel remnants, acquired during highway right-of-way negotiations, not required for the safety, maintenance and operation of the existing highway. The project is all within the existing Highway Division right of way. Federal Highway Administration, in their memorandum of August 11, 1970, gave design approval of the parks as roadside development projects and eligible for FAI funds participation.

The District No. 2 Clearinghouse (CRAG) has been notified of our intent concerning this project and we have been assured verbally that they will not have any adverse comments. We will furnish a copy of their formal reply when received. This project is exempt from State Clearinghouse approval under working agreement dated April 28, 1970.

It is our intention to receive bids for the project on October 29, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

Encl.

JG:dg

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL - AID PRO**
DATE SUBMITTED TO W.O.	10-1-70	(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-405 S.W. 14th & Hall, S.W. 15th & Alder 21 65	**ADT**	PRESENT 56,800 19,000	FUTURE 105,000 78,000 (66) (70)	YEAR 90 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Mini-Park Development 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Mult	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I	FEDERAL-AID I-405

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	110	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-405 S.W. 14th Ave. & S.W. Hall St., S.W. 15th & S.W. Alder St. (Portland)			
5					**ROW**		[S.W. Hall St. & S.W. Alder St. (Portland) Section]			
5					**CONST** (CODE)			0.00	80,000	73,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	80,000	73,800
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

549; Projects I-40
I-405-8(15)302, a

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

der	**ADT**	PRESENT 56,800 19,000	FUTURE 105,000 78,000	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 627

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. (I. Projects Only)	DESIG.
I-	405-8	(26)	302	

COUNTY NAME: Multnomah

CODE: 051

ROUTE NO. I — FEDERAL-AID: I-405 — STATE: 61 — U.S.: I-405

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Mini-park development consisting of planting trees, shrubs, vines, lawns; const. ret. walls & walks; Inst. irrg. systems and area illum.
0.00	80,000	73,800	6,200		ROW - 250' normal; Access control - full; Parking restrictions - complete
0.00	80,000	73,800	6,200		

REMARKS

Additional data: Items 35B, 35C, 394, 427, 464 and 549; Projects I-405-8(2)301, I-405-8(3)302, I-405-8(9)302, I-405-8(13)302, I-405-8(15)302, and I-405-8(21)302 respectively.

(over)

USCOMM DUSCOMM-DC 46905-P61

S.W. HALL ST. & S.W. ALDER ST. (PORTLAND) SECTION

Remarks: Continued

FOR PR 37-B: On R/W-1; R/W-F; Sanitary Facilities - N.

The project consists of constructing two "Mini-Parks", one at S.W. 14th and Hall Streets and one at S.
Alder Streets, requiring grading; placing topsoil; construction of retaining walls, walks, benches, st
drinking fountains; planting trees, shrubs, vines and lawns; fertilizing and mulching; installation o
system and area lighting.

Type Code: Y021

The two "Mini-Parks" are roadside development projects falling in the category of multi-use facilitie
forth in IM 21-2-69. They are being constructed on surplus property, acquired during right of way neg
which will not be needed for future expansion of the existing highway facility. The Federal Highway
approved the two "Mini-Parks" as roadside development projects and eligible for FAI funding in their
August 31, 1970.

Public Hearings: Not required under paragraph 6c of PPM 20-8.

Design Approval: Received per FHWA memorandum of August 31, 1970.

State Clearinghouse Approval: Exempt from review under working agreement dated April 28, 1970.

CRAG (Clearinghouse for District #2) Approval: We have received verbal approval of this project and
their formal review approval will be furnished when received.

ORTLAND) SECTION

nitary Facilities - N.

ing two 'Mini-Parks", one at S.W. 14th and Hall Streets and one at S.W. 15th and
placing topsoil; construction of retaining walls, walks, benches, stools and
s, shrubs, vines and lawns; fertilizing and mulching; installation of irrigation

development projects falling in the category of multi-use facilities as set
ing constructed on surplus property, acquired during right of way negotiations,
re expansion of the existing highway facility. The Federal Highway Administration
roadside development projects and eligible for FAI funding in their memorandum of

der paragraph 6c of PPM 20-8.

HWA memorandum of August 31, 1970.

xempt from review under working agreement dated April 28, 1970.

#2) Approval: We have received verbal approval of this project and a copy of
be furnished when received.

RECEIVED
OCT 2 - 1970
FOR FILING

I-405-8(26)302
7500

October 1, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

S.W. 14th Ave. at Hall St. and
S.W. 14th Ave. at Alder St. Section
Oregon Project No. I-405-8(26)302

Dear Sir:

We request a waiver of the requirement that the contractor furnish all material incorporated in the project as allowed in PPM 21-4.3 par. 14 for the above subject project.

There are three Harlequin Glorybower Trees to be furnished by the City of Portland to be planted in the mini-park at S.W. 14th and Hall Streets by the contractor.

These trees which were selected by the landscape architects, are not available from any commercial source, except from the Parks Department of the City of Portland, and they will be furnished without cost to the contractor or to the project.

Considering the above information, we believe it to be in the public interest to use these city-furnished trees.

Very truly yours,

E. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

RAR:lo

cc: F. L. Hall
C. G. Jeppesen
Ray Glass
R. N. Chase

RECEIVED
SEP 18 1970
[illegible]NG

[illegible]
I 405-8(26)3-2
7500—

- Phone 378-4563

September 16, 1970

Columbia Region Association of Governments (CRAG)
429 S. W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Attached for your review and comments as District clearinghouse fulfilling procedures for program evaluation, review, and coordination required by Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966, and Title IV of the Intergovernmental Cooperation Act of 1968, please find completed Notice of Intent for the following project:

Federal Aid Interstate	S. W. Hall Street & S. W. Alder Street (Portland) Section Stadium Freeway, Multnomah County

Upon completion of review, please forward your comments to Mr. L. H. Young, Program and Planning Engineer, State Highway Division. The review and comments by you, unless otherwise stated, will be accepted as final consummation of both reviews. Should you require additional information to complete the Section 204 review, please indicate this along with A-95 review comments. This project is of minor nature with local interest only, therefore, we encourage prompt attention to speed approval to complete the process of federal-aid programming for early bid letting.

Attach.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

bc: R. E. Simpson, FHWA
F. B. Klaboe
D. J. Bucher
D. H. Moehring
R. E. Royer
H. S. Cox
R. L. Gifford
R. N. Chase
John Sheldrake
L. W. Rulien

NOTICE OF INTENT - STATE AGENCIES

Project: S. W. Hall St. & S. W. Alder St.
(Portland) Section
Stadium Fwy., Mult. County

September 16, 19 70

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem
Address

Contact Person L. H. Young 4567
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes .... No X .... (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Two (2) City Portland

County Multnomah Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal Aid Interstate

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application ....

---

4. **Estimated Project Cost**

Federal Share $ 62,300
Loan .... Grant X
Local Applicant Share (--)
(if any) $ --
State Agency Share $ 5,200
Other (Specify) $ --

Total $ 67,500

Source of State Agency Share
General Fund $ --
Other Funds (specify) $ --
Indirect Cost Reimbursement
No X Yes .... $ ....
(Approx)

Will Federal share change: No X
Yes, from .... % to .... %
When ....

5. **Period Covered by Projects**

Beginning date October 29, 1970
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 9 months

Approximate ending date July 1971

Will renewal be requested? Yes.............. No X

6. **Estimated Application Filing Date** September 21, 1970

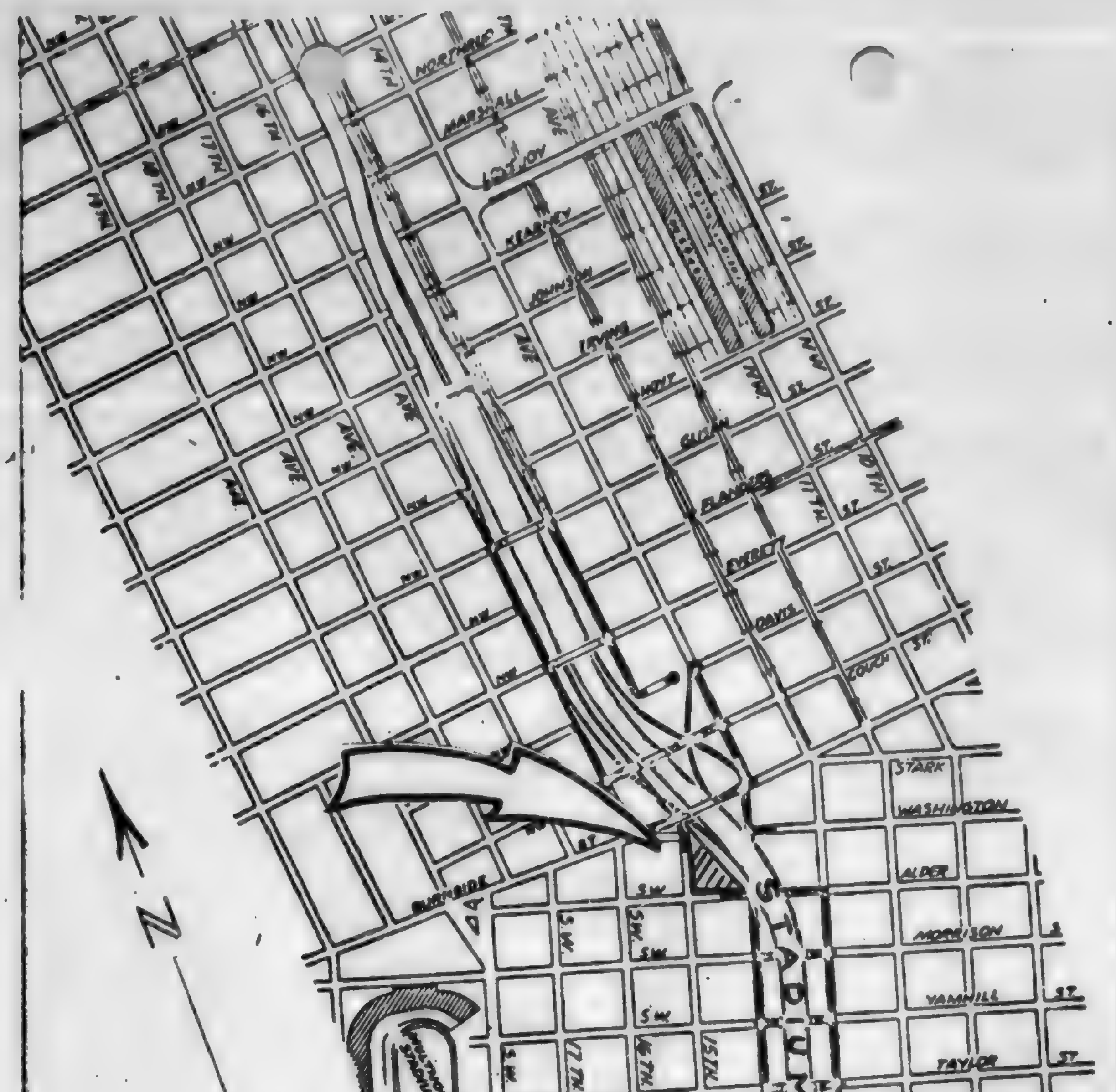
7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

S. W. HALL STREET AND S. W. ALDER STREET (PORTLAND) SECTION, Stadium Freeway, Multnomah County

This project consists of preliminary engineering, topsoil, planting trees and shrubs, lawn construction, concrete walks, benches, drinking fountain, litter recepticals, automatic irrigation, retaining walls, block paving, lighting and incidental work necessary to develop two State owned parcels of land into mini parks on the stadium freeway.

This project is related to the "Goals for a Livable Oregon" by the development of State lands into usable park and rest area within a metropolitan area.

See attached map for geographical location.


N
NORTHRUP
MARSHALL
LOVEJOY
KEARNEY
JOHNSON
IRVING
HOYT
GLISAN
FLANDERS ST.
EVERETT ST.
DAVIS ST.
COUCH ST.
BURNSIDE ST.
STARK
WASHINGTON
ALDER
MORRISON
YAMHILL ST.
TAYLOR ST.
SALMON ST.
MAIN ST.
JEFFERSON ST.
COLUMBIA ST.
CLAY ST.
MARKET ST.
MONTGOMERY
HARRISON
S.W. HALL
COLLEGE
STADIUM FWY.
SUNSET HWY.

OREGON STATE HIGHWAY DIVISION
Sketch Map
S. W. Hall St. & S. W. Alder St. (Portland) Sec.
Stadium Freeway
Multnomah County

[illegible]
SEP 11 1970
FOR [illegible]

bc: Tom Edwards
F. L. Hall
Roy Olson
Floyd Query
V. E. Skoog
FHwA (info)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-405-8(26)302
7500

September 10, 1970

Hon. Francis Ivancie
Commissioner of Public Affairs
City Hall
Portland, Oregon 97204

Re: Landscaping
Stadium Freeway

Dear Sir:

Pursuant to previous negotiations and cooperation between City and State on matters related to highway construction within the Portland Metropolitan area, herewith are agreements pertaining to mini-park landscaping adjacent to Stadium Freeway near S.W. Alder and S.W. 15th and also to S.W. Hall and S.W. 14th. Based on prior discussions, it has been determined that said landscaping should be a cooperative effort between City and State on the two proposed mini-parks as indicated above.

The responsibilities are individually described in the following:

STATE:
1. Landscaping
2. Storm drain system
3. Water sprinkling system
4. Preparation of site and planting of trees or shrubs
5. Seeding of landscaped area
6. Bench installations
7. Etc.

CITY:
1. Maintenance
2. Sprinkling costs
3. Illumination costs
4. Etc.

We trust the foregoing will meet with your approval pursuant to discussions with Portland Parks Department, and request your earliest consideration and presentation to the Council for approval, after which please return four copies to this office for Highway Commission approval and returning of two fully executed copies for your files.

We would also like to acknowledge receipt of $1,250 as requested in the letter of July 28 pertaining to the City-State agreement regarding Shannon-Wilson consulting fees for investigation in the vicinity of the Portland Zoological Gardens, and further request a reply to the August 3 letter regarding landscaping of the Oregon Journal Building site.

We request your earliest consideration and reply in the foregoing matters and appreciate the cooperation in this regard.

RECEIVED
SEP 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer

By: D. N. Harwell
for H. S. Cox
County and City Engineer

DNH:ljt
Enclosures
cc: ~~P.~~ B. Klaboe
R. L. Schroeder

SEP 10 1970

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-405-8(26)302

7500

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 31, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-405-8(-)
SW 14th & Hall and SW 15th & Alder
Proposed Mini-Parks

Mr. Klaboe, by letter dated August 20, submitted preliminary sketch plans for the subject mini-parks to be constructed on surplus property acquired during right of way negotiations for the Stadium Freeway.

A field review of the areas involved has been made. We agree that the proposed development of the two areas will contribute considerably to the overall living environment of the area. Since the excess property will not be needed for future expansion of the highway facility the proposed parks are approved as roadside development projects with FAI funds participation.

9-8-70 copies to Hall, Young w/note:

Please get going, pronto.

FBK

copy to
COX
9-10-70

NOTED
TOM EDWARDS

RECEIVED
SEP 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 25 1970

I-405-8(2
7500

August 20, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Mini-Parks, S.W. 14th and Hall Street
S. W. 15th and Alder Street

Attached are sketch plans of the subject mini-parks. Location is on two pieces of surplus property, resulting from land acquisition for the Stadium Freeway in the Portland area.

Plans have been reviewed and approved by the Portland Park Bureau. The City will take over maintenance of the areas after construction.

S.W. 14th and Hall: An area of older apartments, it will be used as a neighborhood park mostly by married college students and some children.

S.W. 15th and Alder: Mostly business people and shoppers will use this park. It will be utilized as a place of enjoyment for people during lunch hours or for those who want to stop and rest.

The development of the two areas will make a contribution to the living environment by providing neat and attractive mini-parks and for the enjoyment of the people.

We request your early approval of the proposed roadside development projects and eligibility of Interstate funds for construction.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
L. H. Young
R. L. Schroeder
Roy Olson

Atts.

REO:vmt srb

RECEIVED
JUL 29 1970

I-405-8(24) 302
7500

July 28, 1970

Park Bureau

Department of Public Affairs

Commissioner Francis J. Ivancie

Proposed Park Lands

Dear Commissioner Ivancie:

Reference is made to your request for review and comment concerning the proposed parks at S.W. 14th and Hall Street and at S.W. 15th and Alder Street which are now owned by the State Highway Department.

The Park Bureau Maintenance and Architectural Planning staffs have inspected these sites and reviewed the proposed plans and have these comments:

S.W. 14th & Hall

1. Save the Madrone tree on the slope of the bank.
2. Provide an entrance to park for maintenance vehicles across from Harrison Street.
3. Repair sidewalks and curbs.
4. Through trimming and shaping, put trees in good condition.

S.W. 15th & Alder

1. Trees should be included in plant beds as they would cause pedestrian problems in the narrow combination of sidewalk and curb as originally shown.

As pertains to both areas, maintenance costs could be significantly reduced if construction would consist of large decorative paved areas with permanent shelter buildings, benches and tables and all lawn eliminated. Some of the area, particularly the steep slopes, should be planted to a hardy ground cover and the balance of plantings should be trees.

It is recommended that if the above suggestions can be incorporated, the Oregon State Highway Department's offer to develop and give these parks to the City be accepted.

7-29-70
20 Schroeder
Metro.

Very truly yours,

Harry B. Buckley
Superintendent of Parks
By

Assistant Superintendent

RECEIVED
JUL 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RGG:k
CC: Hall, Thoreson, ✓Al Johnson

NOTED
JOHNSON

S-576(1) Nestucca River (Ollie Woods) 1970
Bridge, on FAS-613, S. of
#7501 Tillamook (Structure)

C8H 4057

STATE COPY

FORM PR-23C (REV. 3-60) FILING

OSHD (Young)
Region
Wash DC

7501

5-12-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

SIGNATURE: L. H. Young

TITLE: Programing Engineer

STATE: Oregon

REGION NO.: 10

COPY SENT MAY 12 1972 REGIONAL OFFICE

COUNTY: Tillamook

PROJECT NO.: S-576(1)

DATE OF INSPECTION: 10-6-71

BUREAU OF PUBLIC ROADS INSPECTION MADE BY: R. W. Pillsbury, Structural Engineer

IN COMPANY WITH: J.B. Boyd, Reg Engr; A.A. Rear, Br Field Engr
G. Danforth, Res Engr, OSHD: C.D. Bailey, Tillamook County

CONTRACTOR'S NAME: Ross Bros. Construction, Inc.

CONTRACT AMOUNT: $ 264,601.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED:

1 Structure, Prestressed Beam Structure, Length 360', Roadway Width 32'

5-17-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED F. B. KLABOE

cy Const. Young Bridge 5-17-72

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
-	-	-	X081	0.068

NOTED A. E. JOHNSON

RECEIVED
MAY 1[illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

FAS ROUTE 613
NESTUCCA RIVER (OLLIE WOODS) BRIDGE SECTION
Structure

This contract was awarded on November 9, 1970. The work was started November 19, 1971. The time allowed for completion of the work was 22C calendar days; 291 days were used. A 37 day time extension was granted and net liquidated damages of $3,400.00 were assessed.

The final cost of the contract item work was $264,287.36 a negligible underrun. The total final cost, including engineering and contingencies, was $295,844.38 which is 1.7 percent under the original authorization. There were no significant quantity variations.

The roadway width was measured and found to be in accordance with the plans.

A copy of the State's materials certificate is on file.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: J. R. Schultz Original signed by J. R. SCHULTZ		SIGNATURE: R. E. Simpson Original Signed by R. E. Simpson	
TITLE: Area Engineer	DATE: 5-8-72	TITLE: Division Engineer	DATE: 5-12-72

NOTED TOM EDWARDS

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

RECEIVED
[illegible] 1972

FOR FILING

S-576(1)

7501

January 28, 1972

General Insurance Co. of America
Portland Service Office
1300 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On January 25, 1972, we wrote to you concerning release of final payment on Contract No. 7501 awarded to Moss Bros. Construction, Inc., for structure of the Nestucca River (Ollie Woods) Bridge on FAS 613 in Tillamook County.

Final payment on this contract is $6,417.22 and the total contract amount is $268,061.60. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Moss Bros. Construction, Inc.
3501 Brooklake Road, N.E.
Salem, Oregon 97303

bc Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Harr
J. E. Boyd

RECEIVED
JAN 25 1972
FOR FILING

5-576(1)

7501

January 26, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed October 12, 1971 on Contract No. 7501. The contract was with Ross Bros. Construction, Inc. and was for a structure on the Nestucca River (Ollie Woods) Bridge Section of the FAS 613 Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 21, 1972, and that you concur in the procedure at the Commission meeting on February 22, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter matter has your approval.

This letter supersedes our letter of January 21, 1972, requesting acceptance of October 12, 1971.

Very truly yours,

George H. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
J. B. Boyd

c

RECEIVED
JAN 24 1972
FOR FILING

5-576(1)
7501

January 21, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed October 12, 1971 on Contract No. 7501. The contract was with Ross Bros. Construction, Inc. and was for a structure on the Nestucca River (Ollie Woods) Bridge Section of the FAS 613 Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 12, 1971, and that you concur in this procedure at the Commission meeting on February 12, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

new letter to come
re

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VG:jb
cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
R. E. Hunter
K. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
R. W. Cox
J. B. Boyd

RECEIVED
DEC 31 1971

FOR FILING

S-576(1)
7501

(6)

November 26, 1971

Ross Bros. Construction, Inc.
3501 Brooklake Road, N. E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting on November 24, 1971, considered your request for an additional 70 calendar days to complete Contract No. 7501 for construction of the Nestucca River Bridge on FAS 613 in Tillamook County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 37 calendar days (18 days flood delay plus 19 days extra work delay) without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc F. B. Morgan
L. D. Merchant
V. E. Skoog
J. B. Boyd
George Danforth

RECEIVED
NOV 8 1971
FOR
S-576(1)
7301

November 8, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 6
November 24, 1971 meeting

Gentlemen:

Ross Brothers Construction, Inc., contractor for the construction of the Nestucca River (Ollie Woods) Bridge on FAS 613, Tillamook County, Contract 7301, has requested that he be granted an additional 70 calendar days without assessment of liquidated damages to complete the contract work. The contractor cites extra work involved in plan changes, floods, excess concrete and cleanup of flood debris as the reasons for his failure to complete the work in the time allotted by the contract.

The contract was awarded November 10, 1970, and allotted 220 calendar days to complete the work. This forecast a completion date of June 30, 1971. A strike by carpenters shut the work down June 28, 1971, with 217 calendar days charged. Work resumed July 14, 1971. Calendar days were not charged during the strike period. The delay due to the strike adjusted the completion date to July 16, 1971. The work was completed October 12, 1971, with 291 calendar days charged. This is an excess of 71 calendar days.

The contractor's operations were essentially shut down during the period January 14, 1971, to January 31, 1971, a total of 18 days by excessive floods. Flooding was to the extent that the Governor declared Clatsop and Tillamook Counties a disaster area during this period.

The contractor's operations were delayed February 1, 1971, through February 19, 1971, a total of 19 days, in performing extra work involved in a plan change that required a seal in Bent 3 footing.

The items of excess concrete and flood debris cleanup did not delay the contractor's operations and are not a reason for an extension of time without assessment of liquidated damages within the language of the specifications.

I recommend that the contractor be granted a 37-calendar day extension (18 days flood delay plus 19 days extra work delay) without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 34 days consumed. This amounts to an assessment of $3,400.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
I. D. Merchant
F. D. Morgan
L. H. Young
V. E. Skoog
J. B. Boyd

CAG:dh kw

BRIDGE DIVISION
OCT 20 1971
RECEIVED

BRIDGE DIVISION
OCT 28 1971
RECEIVED

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7501 Contractor Ross Bros. Construction, Inc.

Highway Tillamook County FAS 613

Section Nestucca River (Ollie Woods) Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED.* The reasons for such recommendation are as follows:

1) It took from February 1-19, or 19 days, to place a special seal in footing number three.

2, 3, 5) Flooding in Clatsop and Tillamook Counties was so extensive from January 14-31, or 18 days, that Governor Thomas McCall declared a disaster period.

4) Although the contractor may have placed more concrete than estimated in the Special Provisions, this is not a reason for granting a time extension.

*to the extent of 37 calendar days

Recommended for Approval:

Regional Construction Engineer

Ivan D. Merchant
~~Construction Engineer or~~
Bridge Engineer

A. E. Johnson
State Highway Engineer

Contract No. 7501
Project designation S-576 (1)
State-Federal
Date awarded Nov. 9, 1970
Work started Nov. 19, 1970
Per cent completed 100% Oct. 12, 1971
Date
No. of ~~Workdays~~ Calendar days Allowed 220
No. of ~~Workdays~~ Calendar days Used 291
No. of Added ~~Workdays~~ Calendar days Requested 70

B-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ CALENDAR DAYS
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 1, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar days from 220 days to 290 days, within which to complete our Contract No. 7501, without the assessment of liquidated damages. The said contract is described as follows:

Nestucca River (Ollie Woods) Bridge Section.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached - -

Respectfully submitted,

ROSS BROS. CONSTRUCTION, INC.
Contractor

By N. K. Ross

CONSENT OF SURETY

Date October 1, 1971

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of [illegible] hereby agree to remain fully bound as surety in all respects as if the number of [illegible] as stipulated in the original agreement.

Paige S. [illegible]
Attorney-in-fact
Paige S. [illegible]
Carl [illegible], Inc.

Paige S. [illegible]
Resident Agent

ROSS BROS. CONSTRUCTION CO.
General Contractor
EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER
3501 BROOKLAKE RD. N.E.
SALEM, OREGON 97303

October 1, 1971

Mr. George Danforth, Resident Engineer
Oregon State Highway Department
PO Box 169
Tillamook, Oregon 97141

Re: Time Extension Request
Nestucca River (Ollie Woods)
Bridge Section, Tillamook, Oregon
Contract #7501

Gentlemen:

Ross Bros. Construction respectfully requests a time extension for a total of seventy (70) days due to the following circumstances:

1. Change in contract specifications - see extra work order dated February 12, 1971, furnish and place seal concrete - approximately 145 yards. This item delayed the project approximately 25 days due to excavation below elevation shown. Considerable time and effort was spent trying to reach an elevation that would meet State specifiations for footing loads and considerable problems were encountered with sheat piling due to rock and unstable conditions.

2. High water flooded cofferdams on December 31 to January 15 and again on January 20 to January 26 and March 10 to March 15 for a total of 20 days.

3. Unusally high water during the winter and spring was recorded. The Corp of Engineers records indicate this as the worst year for above normal run-offs since 1966.

4. Special provisions indicate 855 cubic yards of concrete as the estimated quantities for this structure. By our computations we poured 958 cubic yards plus the 145 yards of seal concrete as shown in our letter Item I which entitles us to a 15 day extension.

5. Considerable time, effort and money was used to clean up stream debris and job repairs after each flooding condition. This condition considered under Article 101.2 of the specifiations as an act of God and entitles us to an extension of 10 days.

We vigorously expedited the job and made every effort to complete the contract within the specified time. We feel the above reasons are just and hope you will take every consideration in granting this request.

Very truly yours,

ROSS BROS CONSTRUCTION INC.

R. K. Ross

R. K. Ross, Pres.

4k

REQUESTS FOR EXTENSION OF TIME

Commission Meeting November 24, 1971

Request No.	Contract No.	Contractor	Section and Highway	Time Requested	Recommendation
1	7592	N. A. Toole Constr. Co.	Harper Jct. Rock Production, Central OR Hwy	16 days	grant 18 days
2	7486	Madson & Stokes Elec. Contr.	"B" Avenue-Middlecrest Rd. (Lake Oswego) Oswego Highway	28 days	assess L.D. = $1,400
3	7401	Ross Bros. Constr. Co.	Midland Info Center, The Dalles-Cal. Hwy	11/30/70-4/14/71	assess L.D., 12/1/ - 12/14/70 $1,050
4	7323	Donald M. Drake Co. & S. S. Mullen	Sunset Hwy-Beaverton Sec. Beaverton-Tigard Hwy.	318 days	grant 104 days
5	7594	Cascade Constr. Co.	Raleigh Hills-Hillsdale Sec., Beavetton-Hillsdale Highway	6 days	grant 6 days
6	7501	Ross Bros. Constr. Inc.	Nestucca R. (Ollie Woods) Br., FAS 613	70 days	grant 37 days; assess L.D. 34 days = $3,400
7	7546	Robert D. Copeland	Jumpoff Joe Cr.-Louse Cr. Interch., FAS 17-102	14 days	grant 10 days; assess L.D. 18 days - $2,700
8	7214	Andersen-Hannan	W. Fremont Interch., Stadium Freeway	120 days	grant 58 days
9	7430	All City Landscape, Inc.	Sunset Safety Rest Area Sunset Highway	16 days	grant 13 days
10	7525	Robert L. Divine	Eugene (Blue Star) Safety Rest Area, Pacific Hwy W.	6/1/71-8/23/71	grant 6/24/71 (Unit a) 8/23/71 (Unit b)
11	7452	Peter Kiewit Sons' Co.	Hubbard Interch. Sec., Pacific Hwy. (I-5) (Unit a)	86 days	grant 13 days; assess L.D. - 35 days = $5,250
12	7151	Guy F. Atkinson Co.	Tualatin R.-Pacific Hwy. Sec., E. Portland Freeway	811 days	grant 103 days
13	7352	Gibbons & Reed Co.	Weatherby-Lime Sec., Old Oregon Trail Hwy.	37 days	grant 32 days
14	7492	Paul Zimmerly Road Constr.	Gellatly Summit Sec., Corvallis-Newport Hwy.	17 days	grant 10 days

S-576(1)
7501

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Nestucca River (Ollie Woods) Bridge

WEEK ENDING: Oct. 16, 1971

SECTION PREFIX: 529-1087

HIGHWAY: FAS 613

COUNTY: Tillamook

NAME OF JOB: Nestucca River (Ollie Woods) Bridge

KIND OF WORK: Structure

CONTRACTOR: Ross Bros., Inc.

CONTRACT NUMBER: 7501

FEDERAL AID PROJECT NUMBER: S-576 (1)

DATE OF CONTRACT: November 9, 1970

DATE WORK STARTED: November 19, 1970

ESTIMATED COMPLETION DATE: See below

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 220

CALENDAR DAYS USED 291

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 132

PROJECT AUTHORIZATION: $ 300,889.63

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

EXCLUSIVE OF ENGINEERING: $ 277,030.54

ENGINEERING AUTHORIZATION $ 23,859.09

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 264,644.38

ENGINEERING COST TO DATE $ 24,300 ±

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: Oct. 12, 1971

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4½ %

PERCENT OF AUTHORIZATION 102 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			Job completed this date
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

RECEIVED
OCT 18 1971
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

October SUNDAY 10	No work -awaiting repair parts
MONDAY 11	Same
TUESDAY 12	The contractor completed correction of deficiencies this date which completed the job.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job now completed

SIGNED George L. Danforth LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 12-8	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT	COUNTY Tillamook
PROJECT REPORT NO. 3	(PPM 21-7) 11-30-70	PROJECT NO. S-576(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Nestucca River (Ollie Woods) Bridge Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	5-19-70	0.068
OTHER (Specify)		

FUNDS 63.54%

ESTIMATED TOTAL COST OF PROJECT $ 300,889.00	FEDERAL FUNDS $ 191,183.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ______________________
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer NOV 30 1970

Oregon State Highway Division

Federal-Aid
Project No. S-576(1)

NESTUCCA RIVER (OLLIE WOODS) BRIDGE SECTION

FAS 613, TILLAMOOK COUNTY

Salem, Oregon, November 25, 1970

Project Agreement Estimate.

Type Code X081
Ollie Woods Bridge No. 11377B (Sta. L 12+77 to Sta. L 16+37)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Removal of Bridges	All Required		7,500.00
Shoring, Cribbing, Etc.	All Required		30,000.00
Structure Excavation	640 cu.yd.	6.00	3,840.00
Structure Excavation Below Elevation Shown	60 cu.yd.	12.00	720.00
Furnish Steel Piling	1,080 lin.ft.	4.60	4,968.00
Drive Steel Piles	40 only	80.00	3,200.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete (855 cu.yd.)	All Required		88,390.00
55'/60' Type 5 Prestressed Beams	1 only	2,150.00	2,150.00
60'/65' Type 5 Prestressed Beams	1 only	2,300.00	2,300.00
65'/70' Type 5 Prestressed Beams	1 only	2,400.00	2,400.00
70'/75' Type 5 Prestressed Beams	2 only	2,600.00	5,200.00
75'/80' Type 5 Prestressed Beams	2 only	2,800.00	5,600.00
85'/90' Type 5 Prestressed Beams	4 only	3,150.00	12,600.00
90'/95' Type 5 Prestressed Beams	4 only	3,250.00	13,000.00
115'/120' Type 5 Prestressed Beams	3 only	4,450.00	13,350.00
120'/125' Type 5 Prestressed Beams	4 only	4,550.00	18,200.00
Reinforcement (184,700 lbs.)	All Required		31,000.00
Metal Parapet Railing, Single Pipe	720 lin.ft.	10.00	7,200.00
Pedestrian Handrail	368 lin.ft.	31.00	11,408.00
8-inch Culvert Pipe	35 lin.ft.	5.00	175.00
			$264,601.00
Erosion Control	All Required		500.00
	Subtotal		$265,101.00
	Engr. & Cont.		35,788.00
	Total		$300,889.00

Length of Structure - - - 0.068 Mile

SUMMARY OF FUNDS

Federal Funds	$191,183.00
State Funds	54,853.00
County Funds	54,853.00
Total Cost	$300,889.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7501

Prefix 529-1087

RECEIVED
NOV 24 1970

S-576(1)
7501

November 23, 1970

Ross Bros. Construction, Inc.
3301 Brooklake Road, N. E.
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7501 for a structure
on the Nestucca River (Ollie Woods)
Bridge Section of FAS 813 in
Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc General Insurance Co. of America
Portland Service Office
526 S. W. 6th Avenue
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
George Danforth
R. D. Asburry

RECEIVED
NOV 10 1970
FOR FILING

S-576(1)

7501

November 10, 1970

Ross Bros. Construction, Inc.
3501 Brooklake Road, N. E.
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 7501 for $264,601 awarded to you by the State Highway Commission on November 9, 1970, for a structure on the Nestucca River (Ollie Woods) Bridge Section of FAS 613 in Tillamook County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 23, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
George Danforth
R. D. Asburry

RECEIVED
NOV 10 1970
FOR FILING

S-576 (1)
7501

November 9, 1970

Ross Bros. Construction, Inc.
3501 Brooklake Road, N. E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on November 2, 1970, accepted your proposal for a structure on the Nestucca River (Ollie Woods) Bridge Section of FAS 613 in Tillamook County for the sum of $264,601 and referred it to the State Highway Engineer with authority to award the contract as soon as Tillamook County approves and deposits $60,200.

These conditions have been fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7501.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Ivan Merchant
R. D. Asburry
Geo. Danforth
Wm. Geibel SAIF

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5-576(1)
7501

September 16, 1970

Board of County Commissioners
Tillamook County
Courthouse
Tillamook, Oregon 97141

MISC. CONTRACTS and
AGREEMENTS No. 4057

Attn: June Wagner
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement concerning construction of a bridge over the Nestucca River on Blaine Road (FAS 613).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

rcs
Att.

bcc H. S. Cox
(agreement att.)

TRANSACTION NUMBERS 5-37 TO 5-40

5-19-70

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 5-19-70
BY (Signature): MR. YOUNG'S APRIL 28, 1970 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1029 THRU 1032

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
1029	S-575(1)	0.01	35,000	21,800	20 MILE CREEK BRIDGE (LAKE COUNTY)	1 STRUCTURE
1030	SU-545(2)	0.13	100,000	63,500	JOHNSON CREEK BRIDGE (MULTNOMAH COUNTY)	1 STRUCTURE
1031	S-576(1)	0.068	250,000	158,700	NESTUCA RIVER (OLLIE WOODS) BRIDGE (TILLAMOOK COUNTY)	1 STRUCTURE
1032	S-17-102(1)	3.63	913,000	494,000	JUMPOFF JOE CREEK TO LOUSE CREEK INTERCHANGE (JOSEPHINE COUNTY)	GRADE - DRAIN - HIGH TYPE PAVEMENT AND RAILROAD CROSSING SIGNALS

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED JUNE 24, 1968, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

YOU ARE CAUTIONED, HOWEVER, NOT TO PROCEED UNTIL ASSURED THAT ALL THE REQUIREMENTS OF SECTION 30 OF THE 1968 FEDERAL AID HIGHWAY ACT AS RELATED TO RELOCATION PAYMENTS HAVE BEEN MET AS COVERED IN PARAGRAPH 5 OF THE APPROVED SECONDARY ROAD PLAN. THE STATEMENT "RELOCATION ASSISTANCE: NONE" NOW SHOWN ON THE BACK OF THESE PR-1'S IS NOT CONSISTANT WITH THOSE REQUIREMENTS.

RECOMMENDED: DATE	RECOMMENDED: SIGNATURE AND TITLE	APPROVED: DATE	APPROVED: SIGNATURE AND TITLE
		5-19-70	R. F. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-834

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MAY 4 - 1970
FOR FILM

S-576(1)
7501

April 28, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for four Secondary Federal Aid Projects, Item Nos. 1029 through 1032, which we desire to have included in the Federal Aid Secondary Highway Program.

These projects have been selected by the Highway Commission and local authorities in cooperation with each other as required by the Federal Aid Highway Act.

It is our intention to receive bids for these projects on June 4, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	4-28-70

FEDERAL-AID P
(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co.Rd. 0.36 Mi. E. of Beaver 21 65	**ADT**	PRESENT 600	FUTURE 1,050 (66) (70)	YEAR 9 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AI 61

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co.Rd. 0.36 mi. E. of Beaver			
5					**ROW**		/Nestucca River (Ollie Woods) Bridge/			
5					**CONST** (CODE) X021			0.068	250,000	158,700

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.068	250,000 (16) (23)	158,700 (24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 600	FUTURE 1,050 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1031 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) S- 14 23	NUMBER 576(1) 7	SEQ. NO. 13	T. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Tillamook	CODE 057 (14) (16)			PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 613 (32)	STATE Co.Rd. (36)	U.S. (37) (41)	

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (56)	(59) (66)	(67) (76)			One RCDG Bridge, length 360', H.C. 32' with 5' walk.
0.068	250,000	158,700	45,650	45,650 (Co.)	ROW-60' Min.; Access Control-None; Park. Restrictions-None.
0.068	250,000	158,700	45,650	45,650 (Co.)	
	(16) (23)	(24) (33)			

REMARKS

-OVER-

USCOMM DUSCOMM-DC 45905-P61

NESTUCCA RIVER (OLLIE WOODS) BRIDGE
PROJECT S-576(1)

Existing Facilities: Lightweight (H-10 loading) steel through truss bridge 120' long with four 27' and one 26' treated frame trestles approaches. Horizontal clearance is 16'-10".

Adjacent Sections:
East End: 18' AC wearing surface with 1' gravel shoulders.
West End: Same.

Project Data: Construct a reinforced concrete bridge which is 360' long and has a clear roadway of 32', with a 5' sidewalk and a safety railing between the sidewalk and the roadway. County is responsible for detour and will construct the approaches and connections. Contractor to remove the existing structure. Guardrails are to be installed at both ends of the structure. County will place riprap. Provisions are to be made for utilities.

Right of Way: 60' Minimum.
Access Control: None.
Railroad Crossing: None.
Exception To Minimum Design Standards: The 32' horizontal clearance of the structure is substandard in accordance with the 44' required by the present Secondary Road Plan; however, AASHO's "Geometric Design Standards For Highways Other Than Freeways, 1969" under Horizontal Clearances, page 14, provides that where the design speed is less than 50 mph and current ADT is less than 750, the minimum H.C. both left and right on structures from the edge of traffic lanes to face of parapet or railing shall be not less than 4', thus with 24' travelway the 32' H.C. is exceptable.

The design speed of the section is 45 mph. The State and the County are of the opinion that, in view of the length of the structure, the design speed and the present traffic to be carried, it is not practicable nor feasible to provide the additional structure width and further the increased cost of the additional width is not justifiable for such a long structure.

The State's "Secondary Road Plan" is now in the process of being revised and approved to include the AASHO "Geometric Design Standards For Highways Other Than Freeways, 1969" as part of the Design Standards.

System Action: Completed.
Public Hearing: Offered, not requ
published 3/25/70 and 4/1/70).
Route Data: This route follows th
Nestucca River Valley. It is used
bus route as well as by farmers an
Parks and Recreation Areas Affecte
Relocation Assistance: None.
Social, Economic and Environmental
Location Design Approval: 4-24-70
State Clearinghouse Approval: 3-1

District #1 Clearinghouse: "Notic
on February 9, 1970 to the State C
time the State Clearinghouse was s
District Clearinghouse for review.
was then to include in their reply
tions by the District Clearinghous
reply of March 10, 1970 did not in
by the District.

The State does not, at this time,
to control the use by Utilities of
project. A State-County agreement
comply with paragraph 6d(1) of PPM

DS) BRIDGE

0 loading) steel through
nd one 26' treated frame
ance is 16'-10".

1' gravel shoulders.

concrete bridge which is
2', with a 5' sidewalk
alk and the roadway.
ill construct the approaches
the existing structure.
ends of the structure.
re to be made for utilities.

The 32' horizontal clearance
cordance with the 44' required
wever, AASHO's "Geometric
an Freeways, 1969" under Hori-
where the design speed is
s than 750, the minimum H.C.
the edge of traffic lanes to
t less than 4', thus with 24'

mph. The State and the County
e length of the structure, the
o be carried, it is not
e additional structure width
additional width is not justi-

ow in the process of being re-
O "Geometric Design Standards
" as part of the Design

System Action: Completed.
Public Hearing: Offered, not requested (Notices published 3/25/70 and 4/1/70).
Route Data: This route follows the narrow Upper Nestucca River Valley. It is used as a mail and school bus route as well as by farmers and some log hauling.
Parks and Recreation Areas Affected: None.
Relocation Assistance: None.
Social, Economic and Environmental Effects Considered: Yes.
Location Design Approval: 4-24-70.
State Clearinghouse Approval: 3-10-70.

District #1 Clearinghouse: "Notice of Intent" was submitted on February 9, 1970 to the State Clearinghouse and at that time the State Clearinghouse was submitting same to the District Clearinghouse for review. The State Clearinghouse was then to include in their reply any objections or suggestions by the District Clearinghouse. The State Clearinghouse reply of March 10, 1970 did not indicate any adverse comments by the District.

The State does not, at this time, have the legal authority to control the use by Utilities of the right of way on this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

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MAR 2 0 1970
FOR FILING

Klaboe

EXECUTIVE DEPARTMENT

5-5-76-(1)

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

7501

March 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

HIGHWAY PROJECTS--
~~NESTUCCA RIVER (OLLIE WOODS) BRIDGE SECTION, FAS 613~~
JOHNSON CREEK (FOSTER ROAD) BRIDGE SECTION, FAS 639
SOUTH SANTIAM (SWEET HOME) BRIDGE SECTION, FAS 217
WALLA WALLA RIVER (JOE WEST) BRIDGE SECTION, FAS 471
BEAR CREEK BRIDGES, FAS 468 and FAS 491

The above projects have been coordinated with the interested state agencies and all concur. The projects should meet the safety requirements listed in Highway Safety Program Standard No. 312. Care must be taken to insure fish passage is maintained at each of these crossings.

The accomplishment of these projects will provide improved stream crossing conditions which should enhance traffic safety at these points.

Edward G. Westerdahl, II

NOTED
F.B. KLABOE

RECEIVED
MAR 1 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Young
3-11-70

[illegible]

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FEB 9 - 1970
FOR FILING

5-5-76(1)
7501

February 9, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are completed Notices of Intent to apply for federal assistance for fifteen federal-aid secondary, county projects, as follows:

State Administrative District No. 1
Nestucca River (Ollie Woods) Bridge Section, FAS 613

State Administrative District No. 2
Airstrip Rd.-Pudding River Br. Section, FAS 117
Hogan Road-Boring Section, FAS 129
Columbia River Hwy.-Old Portland Road Section, FAS 574
Johnson Creek (Foster Road) Bridge Section, FAS 639
Country Club Road-Harvey Way Section, FAS 681
S.W. Hunziker St.-Lower Boones Ferry Rd. Section, FAS 943
S. Tigard Interchange-Boones Ferry Road Section, FAS 943

State Administrative District No. 4
S. Santiam (Sweet Home) Bridge Section, FAS 217

State Administrative District No. 11
Twenty Mile (Twenty Mile) Bridge Section, FAS 902

State Administrative District No. 12
Barth Crossing-U.S. 30 Connection Section, FAS 470
Walla Walla River (Joe West) Bridge Section, FAS 471
Pilot Rock-East Birch Creek Bridge Section, FAS 758

State Administrative District No. 13
Bear Creek Bridges, FAS 488 and FAS 491

State Administrative District No. 14
Frenchglen Hwy.-Wildlife Hdqts. Section, FAS 824

The estimated date of filing for federal funds on these projects varies from mid-March to April 30, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. W. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase

RWE:la

ATTACHMENT B

NOTICE OF INTENT

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)
Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 1 City

County Tillamook Special District(s) (if applicable)

Other affected jurisdictions/agencies

2. Federal Program

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $120,000

Local Applicant Share 40,000 (Tillamook Co.)

*State Agency Share 49,600

Other (specify) - -

TOTAL $209,600

Source of State Agency Share (if any)

General Fund - -

Other Funds (specify)

*Total State Agency Share $49,600

*Indicates totals should be equal.

4. Estimated Application Filing Date April 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

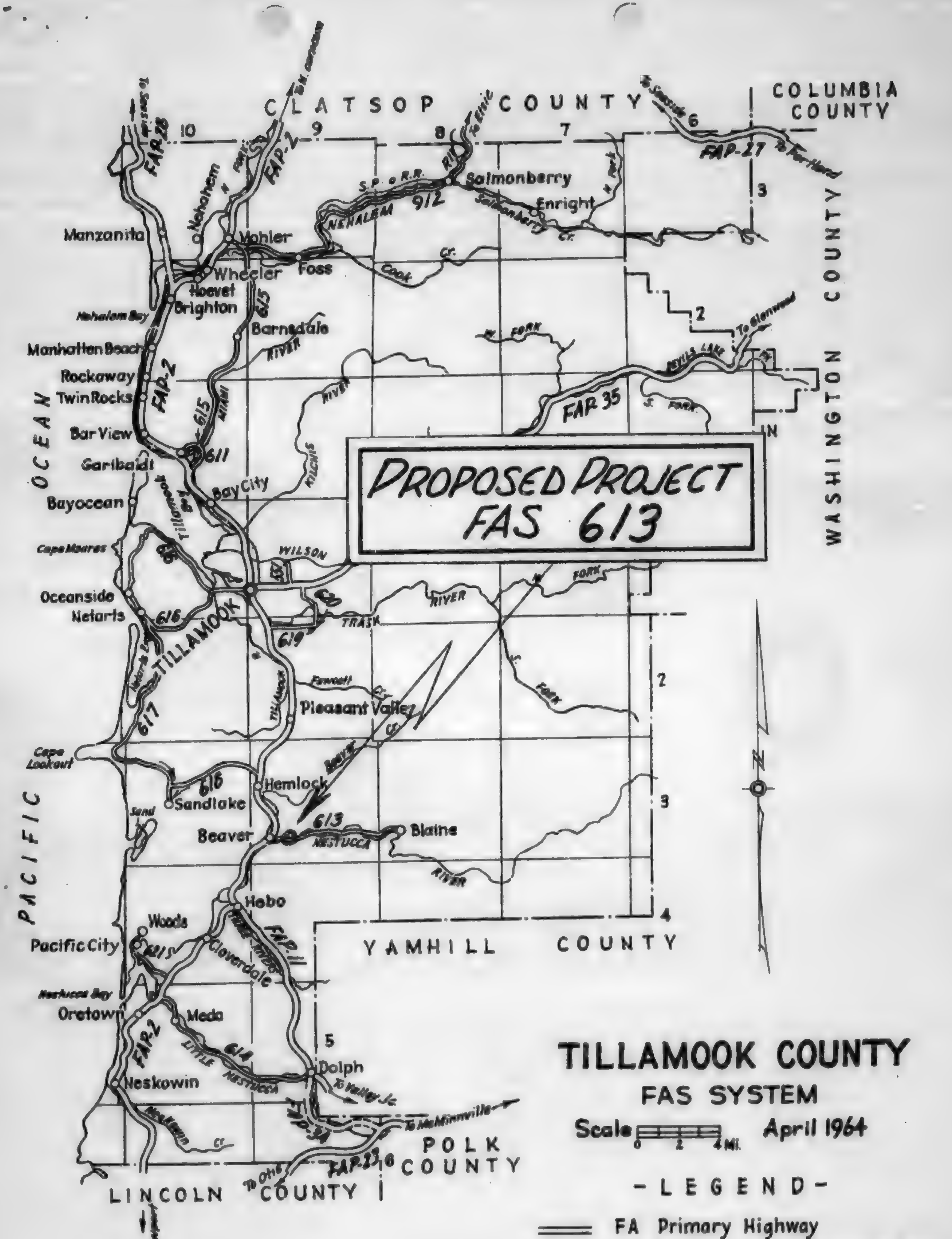
Nestucca River (Ollie Woods) Bridge, FAS 613
Project to consist of preliminary engineering, right-of-way acquisition, structure and incidental work to replace the existing bridge.

(over)

Work Narrative

This project requires construction of a concrete bridge on improved alignment with a 32-foot clear roadway with a 4-foot sidewalk on the downstream side. Guardrails are to be part of the project.

See attached map for geographic location.



TILLAMOOK COUNTY
FAS SYSTEM
Scale 0 2 4 Mi. April 1964

PROPOSED PROJECT
FAS 613
CLATSOP COUNTY
COLUMBIA COUNTY
WASHINGTON COUNTY
YAMHILL COUNTY
POLK COUNTY
LINCOLN COUNTY
PACIFIC OCEAN
Manzanita
Nehalem
Mohler
Wheeler
Foss
Hoevet
Brighton
Nehalem Bay
Barnesdale
Manhatten Beach
Rockaway
Twin Rocks
Bar View
Garibaldi
Bayocean
Bay City
Tillamook Bay
Cape Meares
Oceanside
Netarts
TILLAMOOK
Netarts Bay
Pleasant Valley
Cape Lookout
Hemlock
Sandlake
Sand Lake
Beaver
Blaine
Hebo
Woods
Pacific City
Cloverdale
Nestucca Bay
Oretown
Meda
Dolph
Neskowin
Salmonberry
Enright
To Seaside
To Portland
To Glenwood
To Valley Jc.
To McMinnville
To Otis
To Newport
FAP-2
FAP-28
FAP-27
FAP-35
FAP-11
FAP-22
FAP-24
912
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619
620
S.P. & R.R.
NEHALEM
N. FORK
RIVER
MIAMI
KILCHIS
WILSON
TRASK
NESTUCCA
LITTLE NESTUCCA
Salmonberry Cr.
Cook Cr.
Fawcett Cr.
Beaver Cr.
Neskowin Cr.
Devils Lake
S. Fork
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- LEGEND -
FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

GAME
COMMISSION
OFFICE OF THE DIRECTOR
P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

DEC 2 - 1969
FOR FILING
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TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

November 28, 1969

cc's sent 12-2-69

F.B. Klaboe /
L.H. Young
T.C. Roake (3)
C.G. Swenson
F.E. Terpin (3)
W.H. Tebeau
L.W. Rulien (4)
R.D. Asburry (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the prospectuses sent with your letter of November 3, 1969 for the projects as follow:

1. South Tigard Interchange-S.W. Boones Ferry Road Section
   Bonita Throughway, FAS 943, Clackamas County
2. Harvey Way-Country Club Road Section
   S.W. Boones Ferry Road, FAS 681, Clackamas County
3. Nestucca River (Ollie Woods) Bridge Section
   Blaine Road, FAS 613, Tillamook County

There will be no wildlife problems in connection with the first two projects.

Regarding the Nestucca River Bridge Section, protection must be provided for the various runs of anadromous fish utilizing the stream. Both fall and spring chinook, coho salmon, summer and winter strains of steelhead trout, and cutthroat trout are present or moving through the area at various times of the year. Angling for the various species is pursued at all times of the year. Rigid precautions for preservation of water quality should be taken, and fish passage must be maintained at all times. When design is completed we would appreciate being notified, as the timing of any work in the stream will be important depending on the construction plans.

We appreciate the opportunity to comment on this work at this time.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

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DEC 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 5 - 1969
FOR FILING

S-576(1)
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10-30-69

PREFIX NO. 529-1438

LOCATION PROSPECTUS
NESTUCCA RIVER (OLLIE WOODS) BRIDGE SECTION
BLAINE ROAD, FAS 613
TILLAMOOK COUNTY

HIGHWAY:	Blaine Road. Federal-aid Secondary No. 613.
TERMINI:	Approximately 0.5 mile easterly of Beaver.
PROGRAM:	FAS-C project.
NARRATIVE:	Prepare a vicinity map and plans, specifications and estimates for construction of a new bridge to replace the present structure. Detour and signing will be the obligation of Tillamook County. No change in route is anticipated except for minor improvement of alignment, if feasible. Studies will be made to see if the existing piers can be utilized. The new structure will have a horizontal clearance of 32 feet with a 4-foot sidewalk on the downstream side. Tillamook County to construct connections and approaches.
AGREEMENTS:	Routine FAS-C project. An opportunity for a public hearing will be offered by Tillamook County.

NOTED
R. L. PORTER

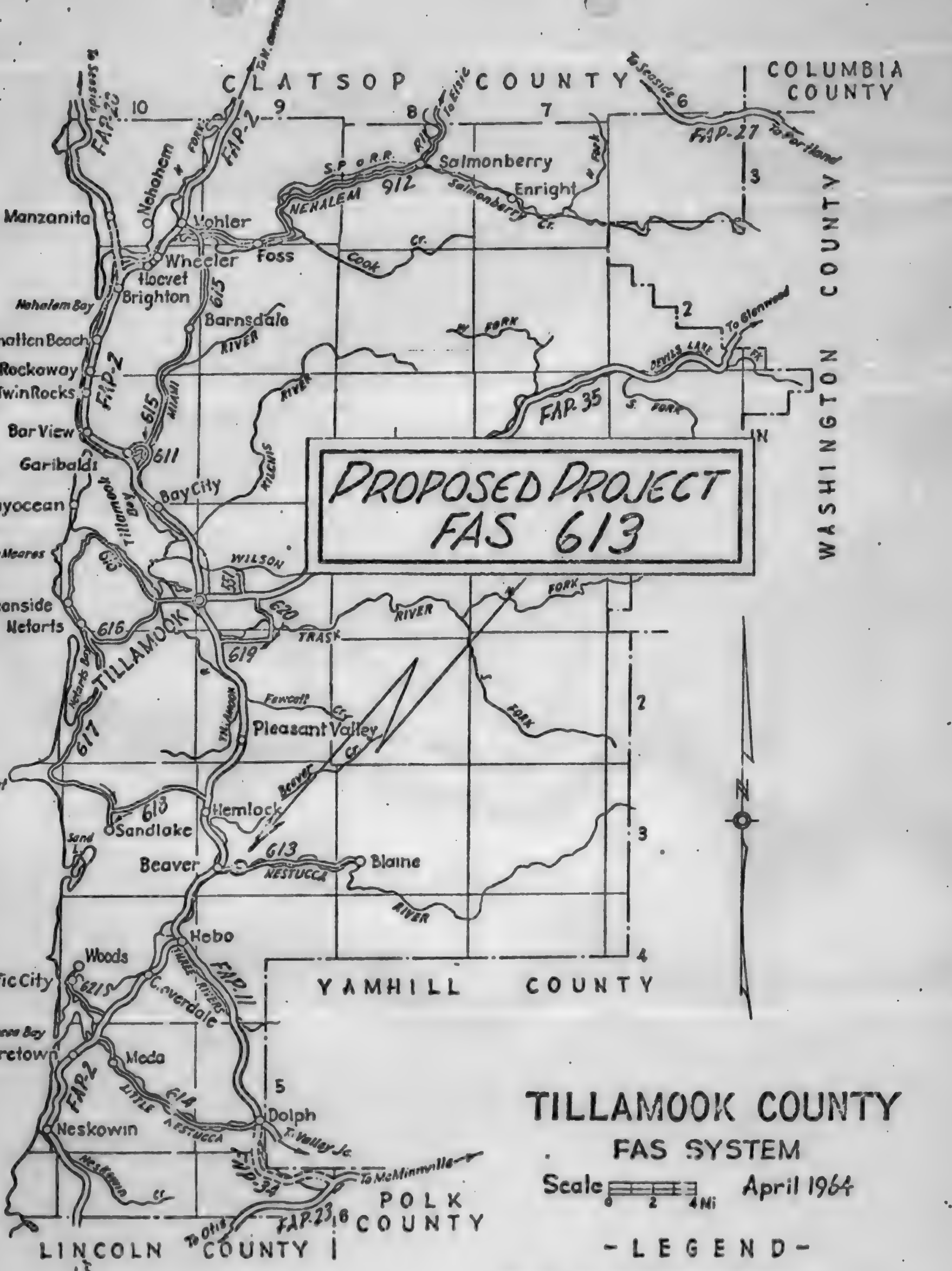
Attachment
October 30, 1969

cc: Oregon State Game Commission
Bureau of Public Roads (3)
Forrest Cooper
F.B. Klaboe
D.J. Barbee
F.L. Hall
Ivan Merchant (4)
F D. Morgan
J.M. Cartwright (2)
H.S. Cox (2)
W.N. Hackleman
A.D. Olson
Jack Rowland
C.G. Swenson
F.E. Terpin

cc: Fish Commission of Oregon
R.D. Asburry (4)
Tom Edwards
V.D. Wolfe
F.B. Crandall
E.S. Hunter
D.H. Moehring (3)
L.H. Young
R.N. Chase
B. L. Gifford
V.J. Johnson
R.E. Olson
Robert Royer
W.H. Tebeau
F.W. Yarbrough (2)

RECEIVED
NOV 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER


CLATSOP COUNTY
COLUMBIA COUNTY
WASHINGTON COUNTY
YAMHILL COUNTY
POLK COUNTY
LINCOLN COUNTY
PACIFIC OCEAN
To Seaside
To Portland
To Glenwood
To McMinnville
To Otis
To Newport
FAP-2
FAP-27
FAP-35
FAP-11
FAP-34
FAP-23
912
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613
616
617
618
619
620
621S
Manzanita
Nehalem
Mohler
Wheeler
Foss
Brighton
Nehalem Bay
Manhatten Beach
Rockaway
TwinRocks
Bar View
Garibaldi
Bayocean
Bay City
Tillamook Bay
Cape Meares
Oceanside
Netarts
TILLAMOOK
Pleasant Valley
Cape Lookout
Sandlake
Hemlock
Beaver
Blaine
Hebo
Woods
Pacific City
Cloverdale
Nestucca Bay
Oretown
Meda
Neskowin
Dolph
Salmonberry
Enright
Barnsdale
S.P. & R.R.
NEHALEM RIVER
MIAMI RIVER
KILCHIS RIVER
WILSON RIVER
TRASK RIVER
NESTUCCA RIVER
LITTLE NESTUCCA
THREE RIVERS
Beaver Cr.
Fawcett Cr.
Cook Cr.
Salmonberry Cr.
Neskowin Cr.
DEVILS LAKE FK.
N. FORK
S. FORK
T. Valley Jc.
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PROPOSED PROJECT
FAS 613

TILLAMOOK COUNTY

FAS SYSTEM

Scale 0 2 4 Mi April 1964

-LEGEND-

═	FA Primary Highway
═	FAS Highway on State Primary Highway
═	FAS Highway on State Secondary Highway
═	FAS Highway on County Road

RECEIVED
SEP 25 1969

S-576(1)
7501

September 25, 1969

Oregon State Highway Commission

Gentlemen:

Attached are tabulations describing seven Federal Aid Secondary projects: three in Clackamas County, one each in Lake and Tillamook Counties, and two in Wallowa County.

The first project requested by Clackamas County is for a traffic control signal on King Road (FAS 133), just east of the city of Milwaukie at the intersection with Linwood Avenue. The FAS funds required for this project are estimated to be $15,000 of which $3,000 will be the cost to the State.

The second project Clackamas County has requested is for the Harvey Way-Country Club Road Section of FAS 681. This is to be a four-lane curbed section and will extend from the recently completed Harvey Way-Madrona Street Section to Country Club Road. The FAS funds required for this project are estimated to be $400,000 of which $80,000 will be the cost to the State.

The other project requested by Clackamas County is on FAS 943 and is a 68-foot curbed section extending from the South Tigard Interchange to Boones Ferry Road. This is a new route with only a very small portion being over existing roadways and streets and will make a junction with the above-requested Harvey Way-Country Club Road Section. The FAS funds required for this project are estimated to be $625,000 of which $125,000 will be the cost to the State.

Lake County's requested project is for a bridge over Twenty Mile Creek on Twenty Mile Road (FAS 902). This route goes south out of Adel into California. The FAS funds required for this project are estimated to be $25,000 of which $5,000 will be the cost to the State.

The request by Tillamook County is for a bridge over the Nestucca River on Blaine Road (FAS 613), just east of the community of Beaver. The FAS funds required for this project are estimated to be $200,000 of which $40,000 will be the cost to the State.

The two requested projects in Wallowa County are for two bridges over Bear Creek and are both just west of the city of Wallowa. One of the bridges is on Bear Creek Road (FAS 463), and the other is on Diamond Prairie Road (FAS 491). The total FAS funds required for these two bridges are estimated to be $105,000 of which $21,000 will be the cost to the State.

These projects will be on the agenda for the September 30 meeting and I recommend their approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
V. E. Skoog

HR:mm sr

PROPOSED FISCAL YEARS 1969 & 1970 COUNTY FAS PROJECTS

County	FAS	Section & Description	Programmed Amount	FAS Funds
Clackamas	133 Light [illegible]	Intersection of King Road and Linnwood Avenue Section, King Road, 1.82 miles. Traffic control signal.	$ 15,000	1969
Clackamas	681 Lo Rds Clack.	Harvey Way-Country Club Road Section, Boones Ferry Road, 1.82 miles. Grade, drain, base, curb, and pave.	400,000	1969
Clackamas	943 Lo Rds Clack	South Tigard Interchange-Boones Ferry Road Section, 1.4 miles. Grade, drain, base, curb, and pave.	625,000	1969
Lake	902 Br Tw.	Twenty Mile Creek (Twenty Mile) Bridge Section, Twenty Mile Road. Structure.	25,000	1969
Tillamook	613 Br A-Z	Nestucca River (Ollie Woods) Bridge Section, Blain Road. Structure.	200,000	1969
Wallowa	468 Br A-Z	Bear Creek Bridge Section, Bear Creek Road. Structure.	60,000	1969
Wallowa	491 Br A-Z	Bear Creek Bridge Section, Diamond Prairie Road. Structure.	45,000	1969
		Total	$1,370,000	

SUMMARY BY FISCAL YEARS	1969	1970	TOTAL
Allocated Funds	$3,969,000	$5,089,000	$9,058,000
Approved Funds (Corrected to date)	3,969,000	864,000	4,833,000
Unprogrammed Balance	$ --	$4,225,000	$4,225,000
Projects Proposed 9/30/69	--	1,370,000	1,370,000
Unprogrammed Balance.............	$ --	$2,855,000	$2,855,000

69-g
9/22/69

TILLAMOOK COUNTY
PROPOSED PROJECT (1969 Funds)

FAS 613 - Blaine Road, Nestucca River (Ollie Woods) Bridge Section; structure, $200,000.

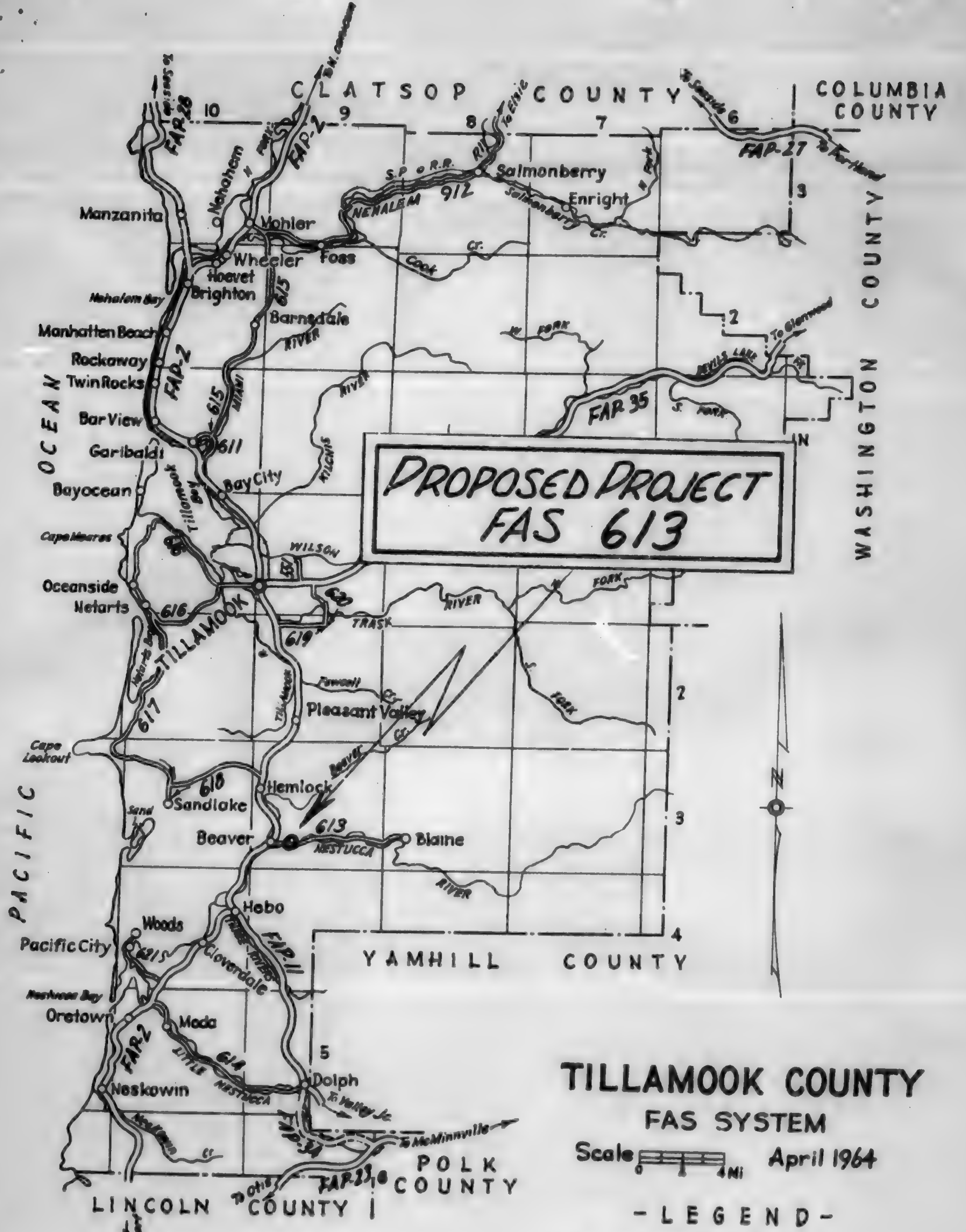
Construct a concrete bridge on approved alignment with a 32' clear roadway. A 4' sidewalk on the downstream side. Guard rails are to be part of project. Contractor to remove and dispose of the existing structure. No marketable timber.

State make survey and plans and write descriptions for additional right of way.

County to construct connections and approaches. Detour and signing by County.

Hearing is necessary.

69-g
9/3/69


CLATSOP COUNTY
COLUMBIA COUNTY
WASHINGTON COUNTY
YAMHILL COUNTY
POLK COUNTY
LINCOLN COUNTY
PACIFIC OCEAN
FAP-28
FAP-2
FAP-27
FAP-35
FAP-11
FAP-34
FAP-22
To Seaside
To Portland
To Glenwood
To McMinnville
To Otis
To Newport
Nehalem
Mohler
Wheeler
Foss
Hoevet
Brighton
Manzanita
Nehalem Bay
Manhatten Beach
Rockaway
Twin Rocks
Bar View
Garibaldi
Bayocean
Bay City
Tillamook Bay
Cape Meares
Oceanside
Netarts
Netarts Bay
TILLAMOOK
Cape Lookout
Sandlake
Sand Lake
Pleasant Valley
Hemlock
Beaver
Blaine
Hebo
Woods
Pacific City
Cloverdale
Nestucca Bay
Oretown
Meda
Neskowin
Dolph
To Valley Jc.
Salmonberry
Enright
Barnesdale
S.P. & R.R.
NEHALEM
MIAMI RIVER
KILCHIS RIVER
WILSON RIVER
TRASK RIVER
NESTUCCA RIVER
LITTLE NESTUCCA
Devils Lake
Beaver Cr.
Fawcett Cr.
Cook Cr.
Salmonberry Cr.
Neskowin Cr.
N. FORK
S. FORK
912
615
611
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617
618
619
620
613
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5
N

PROPOSED PROJECT
FAS 613

TILLAMOOK COUNTY
FAS SYSTEM

Scale 0 4 Mi   April 1964

-LEGEND-

═	FA Primary Highway
▬	FAS Highway on State Primary Highway
▬	FAS Highway on State Secondary Highway
▬	FAS Highway on County Road

I-5-5(49) E. Portland Frwy.-Hubbard Int. 1970
284 Sec., of Pacific Hwy., S. of
#7502 Portland (Roadside improvement)

RECEIVED

FOR FILING

3-20-72

STATE COPY

7502 cc: OSHD (AEJohnson)
Region
Wash DC
Area Engineer Bryant

FORM PR-63 E
(REV. 3-68)

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
East

REGION NO. 10	REPORT NO. 8	COUNTY Washington Clackamas	DIVISION Oregon
DATE OF REPORT 3/20/72	REPORT MADE BY P. E. O'Neil, Asst Area Engr		PROJECT NO. I-5-5(49)284
COMPLETION DATE 7/23/71	ACCEPTANCE BY CONTRACTING AGENCY 2/11/72	TIME ELAPSED 108 %	CONTRACT TIME Completion Date 6/30/71
APPROVED EXTENSIONS None	LOCATION Intersection of I-5 and I-205 thence southerly to the Willamette River		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications, including authorized changes and extra work.*

3-28-72
REFERRED TO
Al-Hi

cy Const
Young
3-29-72

EAST PORTLAND FREEWAY-HUBBARD INTERCHANGE SECTION
PACIFIC HIGHWAY
Roadside Improvement

This project provided for the landscaping of I-5 from Wilsonville to the I-5, I-205 Interchange. The landscaping consisted of placing of topsoil, and the planting of trees, shrubs and vines.

The original plantings and all construction items were satisfactorily completed in substantial conformance with the approved plans and specifications on July 23, 1971. The contractor has exceeded his contract time by 19½ days and was assessed liquidated damages accordingly.

The final cost of the project including engineering was $146,810.76, which is an underrun of 8%. The resident engineer has satisfactorily explained all overruns and underruns.

All of the required supporting documents have been submitted, and acceptance of this project is recommended.

COPY SENT
MAR 27 1972
REGIONAL OFFICE

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

RECEIVED
MAR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original Signed by R. E. Simpson R. E. Simpson	
TITLE W. N. Bryant Area Engineer	DATE 3/20/72	TITLE Division Engineer	DATE 3-24-72

REPLACES PR-63, WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAR 3 - 1972
FOR FILING

7502

March 1, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 14, 1972, we wrote to you concerning release of final payment on Contract No. 7502 awarded to Aichele Landscaping, Inc., for roadside improvement on the East Portland Freeway-Hubbard Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

Final payment on this contract is $2,000 and the total contract amount is $112,314.90 including $1,409.21 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hood, Assistant Secretary

fhm
cc
Aichele Landscaping, Inc.
11360 S. E. Stevens Rd.
Portland, Oregon 97266

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Hulion L.

RECEIVED
FEB 23 1972
FOR FILING

I-5-5(49)284

7502

February 22, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

492

Re: East Portland Freeway-Hubbard
Interchange Section
Oregon Project I-5-5(49)284

I note from your report of a final inspection on this project made January 13 the reference to excessive grass growth in the rose beds.

Our Landscape Engineer reports that earlier, during the establishment period, a persistent and rapid regrowth of grasses after weeding was observed. The treatment of these areas with Casaron was made by the contractor at no additional cost to the State. It was thought that this chemical treatment would be of more lasting benefit in combating the grass than just a one-time last removal of the persistent grasses. We will observe the results of this treatment with interest, as consideration has been given to requiring its use more widely as a specification requirement.

We certainly do not intend to regard this project as a precedent in the acceptance of other contract planting work. I am pleased to find that this project was formally accepted by you as of January 13, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan

JAB:fw ja

FORM [illegible] (REV. 10-[illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1972

SUBJECT: East Portland Freeway-Hubbard
Interchange Section
Pacific Highway
Roadside Improvement

To: John A. Bond
Construction Administration Engineer
Construction Section
212 State Highway Building

The regrowth of grasses in this section, especially in the rose planting, was persistent. It was observed during the summer and into the fall that in about a week after weeding new growth would appear.

It was decided to use Casoron in an effort to control the regrowth in the rose beds.

Casoron has been used before with good results and is an accepted method employed by many nurseries. The chemical is slow acting and should be applied during the rainy season. The State will benefit more from the chemical control than hand pulling the persistent grasses.

Roy E. Olson

Roy E. Olson
Landscape Engineer

vmt

Routing
Keasey
✓ Bond
Walker
Johnson
Pease ✓
Glenn
Litchfield
Berg

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FEB 14 1972
CONSTRUCTION
SECTION

STATE COPY

1

OSHD
Region
Wash DC
Area Engr Bryant

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(*Check appropriate box*) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 7	COUNTY Washington & Clackamas	DIVISION Oregon
DATE OF INSPECTION 1-19-72	INSPECTION MADE BY P. E. O'Neil, Asst Area Engr		PROJECT NO. I-5-5(40)284
IN COMPANY WITH *See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 108 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(** Not applicable for all contacts.*)

*A. Harwood, Regional Const. Engr, OSHD
R. Olsen, Landscape Engr. OSHD
D. Rohrbough, Res Engr, OSHD
R. Rivett, Hwy Engr Trainee, FHWA

To Constr. 2-8-72 (cy Mr Johnson)

EAST PORTLAND FREEWAY - HUBBARD INTERCHANGE SECTION
PACIFIC HIGHWAY
Roadside Improvement

The original planting and all construction items were satisfactorily completed in substantial conformance with the approved plans and specifications on July 23, 1971. The contractor has planted all of his required replacement plantings.

The contractor exceeded his contract time by 18 1/2 days. He will be assessed liquidated damages accordingly.

This project was poorly maintained throughout its establishment period. The rose beds in the median had excessively heavy grass growth. During this inspection this growth was quite evident. The contractor pulled the weeds out of the interchange areas but did not remove the grasses from the rose beds. The State allowed the contractor to place casaron on the grass. The casaron was spread about 3 weeks ago and it was hard to determine if it was going to be effective. In this case the grass is not expected to have a detrimental effect on the roses; however, on future projects all such planting beds must be properly weeded prior to final acceptance of the contract work.

2/4/72
Copies to
Kuhen
Roy Olsen
Rohrbough
Gallagher
Hatcher

RECEIVED
FEB 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-4-72
REFERRED TO

COPY SENT

BY DEPUTY STATE HIGHWAY ENGINEER

JAN 1 1972

Routing
Kessler
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

REGIONAL
RECEIVED
FEB 9 1972
CONSTRUCTION
SECTION

FORM PR-338
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
FEB 14 1972
FOR FILING

I-5-5 (49) 284

7502

February 11, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed July 23, 1971, on Contract No. 7502. The contract was with Aichele Landscaping, Inc., and was for roadside improvement on the East Portland Freeway-Hubbard Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 11, 1972, and that you concur in this procedure at the Commission meeting on February 22, 1972.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

VG:bb

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
V. K. Sheeg
H. S. Cox
W. J. Hart
L. W. Rulien

I-5-5(49)284
7502

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: E. Portland Freeway - Hubbard Interchange	WEEK ENDING: July 31, 1971	SECTION PREFIX: 634-1048
HIGHWAY: Pacific	COUNTY: Washington & Clackamas	
NAME OF JOB: E. Portland Freeway - Hubbard Interch.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 7502	FEDERAL AID PROJECT NUMBER: I-5-5(49)284
DATE OF CONTRACT: November 18, 1970	DATE WORK STARTED: Feb. 5,1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: -	CALENDAR DAYS USED: -
PROJECT AUTHORIZATION: $ 159,932.85	SPECIFIED COMPLETION DATE: June 30, 1971	PERCENT OF TIME ELAPSED:
EXCLUSIVE OF ENGINEERING: $ 147,250.95	ENGINEERING AUTHORIZATION: $ 12,681.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 139,892.20	ENGINEERING COST TO DATE: $ 12,175.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%
ESTIMATED PERCENT: UNDERRUN 5%	PERCENT OF AUTHORIZATION: 96 %	DATE PROJECT WAS COMPLETED: July 23,1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Shrubs	Trees	Roses	Vines	Mulch
MILES IN PROJECT			-	-	-	-	-
MILES PARTIALLY COMPLETED			-	-	-	-	-
MILES COMPLETED			-	-	-	-	-
TOTAL ESTIMATED QUANTITIES (CONTRACT)			4,300	490	17,260	43,800	525
TOTAL QUANTITIES CORRECTED TO DATE			4,263	515	17,104	39,450	490
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			4,263	505	17,104	39,450	490
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY			1				
HOURS PER SHIFT			8				

EQUIPMENT USED DURING THE WEEK: 1 Backhoe, 1 Dump truck, 2 Water trucks, 1 Compressor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Fair			
MONDAY 26	"			
TUESDAY 27	"			
WEDNESDAY 28	"			
THURSDAY 29	"			
FRIDAY 30	"			
SATURDAY 24	"			

Morgan
Decker
Bond
Walker
Boehme
Johnsen

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
AUG 2 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

25 SUNDAY	No activity
26 MONDAY	Weeding, watering and cleaning up rocks. Installed 140' of 8" culvert pipe on EWO #2.
27 TUESDAY	Watering plants. Installed 34' of 8" culvert pipe on EWO #2. Work begun on EWO #3.
28 WEDNESDAY	Contractor working on EWO #2 and EWO #3 and doing general maintenance work.
29 THURSDAY	Completed rock pick-up, Continuing to water. Concrete work completed on EWO #3.
30 FRIDAY	Doing general planting bed maintenance.
24 SATURDAY	No activity. Begin establishment period.

REMARKS

Contractor completed work on EWO #2 & EWO #3; doing general maintenance work. Establishment period began July 24,1971.

Ray Olson, OSHD; Wallace Bryant & Don Kamnikar, Federal Highway Administration; inspected this project Wednesday, accompanied by A.C. Harwood & D.D. Rohrbough of the OSHD.

This will be the last report on this project until the fall planting period.

Original to Construction
cc: Construction (2)
Landscape
Region
Res. Eng'r.

SIGNED D.D. Rohrbough LOCATION Clackamas

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

Form E-200-5M

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-5(49)284
7502

STATE COPY G-1P

APPROVED EFFECTIVE DATE 5-28-71
Contingent upon modification of project agreement if additional funds are required
BY
Dist. Engineer
DATE 6-9-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name	East Portland Freeway - Hubbard Interchange	Date	May 17, 1971
Highway	Pacific	Contract No.	7502
County	Washington & Clackamas	Prefix	634-1048
Contractor	Aichele Landscaping, Inc.	F. A. Project No.	I-5-5(49)284
Address	11360 S.E. Stevens Rd. Portland, Ore. 97266	Order No.	3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Adjust two (2) G-2MA inlets, & lower existing ditch grades.

Location by station numbers:

I-5 NB 362+00 and 374+40

Estimate of quantities and cost:

Labor	$300.00
Materials	100.00
Equipment	200.00
Total	$600.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Two inlets need to be adjusted to ~~match~~ permit lowering existing ditch grades. This work was not anticipated prior to awarding of the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$159,932.85
Present estimate of project cost, including $600.00 for work under this order	~~$159,932.85~~
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

ORIGINAL SIGNED BY
ALLEN C. HARWOOD

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer

6-15-71

SP*23577 71

Form E-200-5M

RECEIVED

I-5-5(49)284
7502

STATE COPY G-1 PC

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 5-26-71
Contingent upon modification of project agreement if additional funds are required.
BY
Dist. Engineer
DATE 6-3-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name East Portland Freeway - Hubbard Interchange
Date May 13, 1971
Highway Pacific
Contract No. 7502
County Washington & Clackamas
Prefix 634-1048
Contractor Aichele Landscaping, Inc.
F. A. Project No. I-5-5(49)284
Address 11360 S.E. Stevens Rd. Portland, Oregon 97266
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install 8" drain pipe to an existing inlet.

Location by station numbers:

I-5 413+50 to 415+00

Estimate of quantities and cost:

Labor - - - - - - - - -	$150.00
Equipment - - - - - -	150.00
Materials - - - - - -	300.00
Total	$600.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

During the course of this project a low area was discovered in the median which should be drained. This work was not anticipated prior to awarding of the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $159,932.85
Present estimate of project cost, including $600.00 for work under this order $159,932.85
Expected under-run / over-run amount . . . . $ 0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Admin. Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

6-4-71

SP*23577-761

DEC 15 1970
FOR FILI

I-5-5(49)284
7502

December 14, 1970

Aichele Landscaping, Inc.
11340 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7502 for roadside improvement on the East Portland Freeway-Stafford Interchange Section of the Pacific Highway in Washington and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland, Oregon 97205

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
Roy Olson
L. W. Rulien
D. D. Rohrbough

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 12-18	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Washington & Clackamas
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-3-70	PROJECT NO. I-5-5(49)284

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

E. Portland Freeway-Hubbard Interchange Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	10-7-70	0.00
OTHER *(Specify)*		

FUNDS 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 155,001.00	FEDERAL FUNDS $ 143,003.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By W Klabe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer DEC 3 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. — Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. I-5-5(49)284

EAST PORTLAND FREEWAY-HUBBARD INTERCHANGE SECTION ON THE PACIFIC HIGHWAY IN WASHINGTON & CLACKAMAS COUNTIES

Salem, Oregon, November 30, 1970

Project Agreement Estimate.

Type Code Y003
Landscaping (Sta. 262+00 to Sta. 573+00)

Temporary Protection and Direction of Traffic	All Required		$ 500.00
Furnishing and Placing Topsoil	500 cu.yd.	4.25	2,125.00
Furnishing and Planting Trees	490 only	18.00	8,820.00
Furnishing and Planting Shrubs	4,300 only	5.95	25,585.00
Furnishing and Planting Roses	3,560 only	2.50	8,900.00
Furnishing and Planting Bearberry Vines	27,800 only	0.50	13,900.00
Furnishing and Planting St. Johnswort Vines	16,000 only	0.48	7,680.00
Planting State Furnished Roses	13,700 only	1.25	17,125.00
Inorganic Fertilizer, 22-16-8	350 cwt.	10.00	3,500.00
Manure Fertilizer	850 cu.yd.	10.00	8,500.00
Bark Mulch	525 unit	45.00	23,625.00
			$120,260.00
Flagging (60% of contractor's cost)	All Required		$ 100.00
State-Furnished Roses	13,700 only	1.50	20,550.00
			$ 20,650.00
	Subtotal		$140,910.00
	10% Engr. & Cont.		14,091.00
	Total		$155,001.00

Length of Project - - - - 0.00 mile

Federal Funds- -	$143,003.00
State Funds- -	11,998.00
Total	$155,001.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7502

Prefix: 634-1048

RECEIVED
NOV 19 1970

I-5-5(49) 284
7502

18
November 18, 1970

Nichols Landscaping, Inc.
11[illegible] S. E. [illegible] Road
Portland, Oregon 97[illegible]

Gentlemen:

The State Highway Commission on November [illegible], 1970, accepted your proposal for roadside improvement on the East Portland Freeway-[illegible] Interchange Section of the Pacific Highway in Washington and Clackamas Counties for the sum of $1[illegible] and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7502.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. B. Morgan — Roy Olsen
I. D. Marchant — L. V. Nelson
D. D. Rohrbough — William Geibel (SAIF)

D NOV 18 1970

FOR

I-5-5(49)284
7502

November 18, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of November 18, 1970, is requested in the award of contract for the East Portland Freeway-Hubbard Interchange Section, Project No. I-5-5(49)284.

The contractor receiving the award is Aichele Landscaping, Inc., in the amount of $120,260.00 with Contract No. 7502 assigned. This bid was received on October 29, 1970, and awarded November 18, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FPM 21-5.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. R. Young
Program and Planning Engineer

Federal Highway Administration's
Endorsement

Date______________________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

Form FHWA-121 (12/67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 18, 1970

In reply refer to: 08-35-EC

I-5-5(49)284

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7502

FROM R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project I-5-5(49)284
East Portland Freeway-Hubbard Interchange
Concurrence in Award

As requested in Mr. Young's November 18 letter we hereby concur as of November 18 in the award of Contract No. 7502 to Aichele Landscaping Inc. of Portland, Oregon, low bidder in the amount of $120,260 at the October 29 bid opening. This concurrence was found to be in the public interest by our Regional office pursuant to Paragraph 10c of PPM 21-6.3 as requested in Mr. Young's November 5 letter.

cc:
Region (08-00.344)
Washington DC
Accts
Coord Section

11-23-70

REFERRED TO
Young

NOTED
TOM EDWARDS

RECEIVED
NOV [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 6 - 1970
FOR [illegible]

I-5-5(49)-284
750

November 5, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the East Portland Freeway-Hubbard Interchange Section, Project No. I-5-5(49)284.

On October 29, 1970, Aichele Landscaping, Inc. of Portland submitted the low bid of $120,260.00, which is $20,010.00 or 19.9% over the Engineer's estimate of $100,250.00. Six other bids were received in the amounts of $124,716, $130,758, $134,276, $147,636, $159,789 and $173,335.

There are three items that make up all of the overrun on this project; they are listed below along with the reasons they were estimated too low.

1. "Furnishing and Planting Shrubs" Our estimate on this item is now considered too low because of a recent wholesale price increase by the Teufel Nursery of Portland. This is the area's largest wholesale nursery that generally dictates the local wholesale prices. This is the result of a shortage in California, which is the main supply base for shrubs.

2. "Planting State-Furnished Roses" This is the first project we have had with this bid item included, and from studying the bids received, we were much too low in our estimate of $0.50, compared to the bids of $1.25 to $3.11 each for planting only. We also have in this project "Furnishing and Planting Roses" for which we received bids with the low of $2.50 to a high of $6.30. When we compile the cost of state-furnished roses at $1.50 and the planting at $1.25, we have a total of $2.75 that compares very favorably with the "Furnishing and Planting" bid prices.

3. "Bark Mulch" We have been informed that there is a shortage of this item at present. Although the price at $45.00 per unit is a little too high, our estimate is also too low for this item.

Considering the information furnished above and that we did receive bids from seven responsible, qualified contractors, we feel we have a very reasonable bid, and we do not think we would receive a lower bid by re-advertising; therefore, we believe it is in the public interest to award the contract to the low bidder at this time.

Attached are two copies of the bid tabulations; if further information is needed, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: F. B. Klaboe
F. L. Hall
Roy Olson
R. N. Chase
E. L. Johnson

DAR:ie

10-12-70

RECEIVED
OCT 19 1970
FOR FILING

FORM PR-1240

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: R. E. Simpson, Division Engineer Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. 1-5-5(49)284
		STATE PROJECT NO. East Portland Freeway-Hubbard Interchange
		COUNTY NAME Washington and Clackamas
	ITEM NO. 1-626	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

10-12-70

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Young w/enc.
10-13-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
October 7, 1970	October 7, 1970	Interstate 5
		STATE ROUTE NUMBER
		Primary 1

NOTED
F. B. KLABOE

LIMITS OF AUTHORITY

After concurrence in award you are authorized to proceed with contractor's flagging in amount of $100.00 as shown in your Estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Contractor's Flagging $100.00
State furnished Roses $20,550.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's October 5, 1970 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

State furnished roses are to be furnished at actual cost through the State of Oregon Department of General Services Contract with the Wood Nursery approved March 13, 1969 for Project 1-5-5(40)204 and approved for subject section on March 4, 1970.

A signed copy of the title sheet is returned herewith.

RECEIVED
OCT 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-12-70	G. L. Green	for Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBERS 10-4 THRU 10-6

ORM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-30-70

BY (Signature): MR. YOUNG'S SEPTEMBER 16, 1970 AND SEPTEMBER 22, 1970 LETTERS

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 624 THRU 626

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
4	I-5-5(48)273	10.4	10,450.00	9,600.00	HUBBARD INTERCHANGE TO WOODBURN INTERCHANGE SECTION	RIGHT OF WAY
625	I-5-4(69)204	13.3	5,850,000.00	5,300,000.00	HALSEY INTERCHANGE TO LANE COUNTY LINE SECTION	GRADE-DRAIN-HIGH TYPE PAVEMENT - 3 STRUCTURES
26	I-5-5(49)284	0.0	138,000.00	127,000.00	EAST PORTLAND FREEWAY (I-205) TO HUBBARD INTERCHANGE SECTION.	LANDSCAPING

Young 10-7-70

9-30-70

REMARKS (Division)

RECEIVED
OCT 7 - 1970
FOR FILING

I-5-5(49)284
7563

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
OCT 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-30-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED
SEP 28 1970

FOR FILING

I-5-5(47) [illegible]
7502

September 22, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for two Interstate Federal-aid Projects, Item Nos. 625 and 626, which we desire to have included in the Federal-Aid Interstate Highway Program.

The project, Item No. 625, contains safety improvement work as covered under the AASHO February 1967 report "Highway Design and Operational Practices Related to Highway Safety". Form PR 1394 as required by PPM 21-16 is enclosed for this project.

We are enclosing a copy of the State Clearinghouse's approval for Item No. 625 and copies of the District Clearinghouse's approval for both Item Nos. 625 and 626. Item No. 626 is exempt from State Clearinghouse approval under working agreement dated April 28, 1970.

It is our intention to receive bids for these projects on October 29, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

JG:ia

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

9-22-70

FEDERAL-AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 Jct. I-205 S. to Willamette River 21 65	**ADT**	PRESENT 26,300	FUTURE 53,500 (68) (70)	YEAR 90 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Landscaping 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTHYR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Washington and
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	ESTIMATED PROJECT COST FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (56)	(59) (66)	(67) (76)
5					**PE**		I-5 Jct. I-205 S. to Willamette River			
5					**ROW**		(East Portland Fwy.- Hubbard Intchge. Sec.)			
5					**CONST** (CODE)			0.0	138,000	127,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	138,000 (16) (23)	127,000 (24) (33)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

9-22-70

lver 65	**ADT**	PRESENT 26,300	FUTURE 53,500 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (6) (9)	ITEM NO. 626 (14) (18)

E (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER 7 5-5	SEQ. NO. (49) 13	I. Projects Only POST MI. DESIG. 284 (24) (26) 27

COUNTY NAME Washington and Clackamas	067	CODE 005 (14) (16)		PROGRAM STAGE
ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37) I-5 (41)	☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
to						Landscaping consisting of placing topsoil, planting trees shrubs and vines in median and intchge. areas.
- Sec.)						
	0.0	138,000	127,000	11,000		ROW - 300' normal; Access Control - full; Parking Restrictions - complete.
	0.0	138,000 (16) (23)	127,000 (24) (23)	11,000		

REMARKS Additional Data: Items 453, 526, 527, 533, 539, and 554; Projects I-5-5(33)284, I-5-5(39)284, I-5-5(40)284, I-5-5(41)285; I-205-7(12)290 and I-5-5(44)285, respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

Remarks - Continued

For 37-B: On R/W - 1, R/W - F, Sanitary Facilities - N

Public hearing not required under paragraph 6c, PPM 20-8.

This project is considered as stage construction of this portion of I-5 and design approval was considered to have been given under Projects I-5-5(40)284 and I-5-5(44)285 and same agreed to by FHWA memorandum of May 27, 1970.

Type Code: Y003

Unusual Situation: Japanese Rose Bushes for median planting will be "State Furnished Materials" (participation limited to the cost of those plants accepted on the project) grown under contract endorsed by the FHWA on March 13, 1969 and let by the State Department of General Services for delivery in the fall of 1970 for the 6-laning project on the Woodburn-Hayesville Section of I-5, which project is still in the development stage and therefore in order that the State may meet the contract delivery date the rose bushes will be used on this project, I-5-5(49)284, and with Federal participation as set forth above.

State Clearinghouse Approval: Exempt from review under working agreement dated April 28, 1970.

District #2 Clearinghouse (CRAG) Approval: September 4, 1970

RECEIVED
OCT 9 1970
FOR FILING
I-5-3(42)
7562

CRAG
COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331
CLACKAMAS COUNTY, OREGON Cities in Clackamas County
CLARK COUNTY, WASHINGTON Cities in Clark County
MULTNOMAH COUNTY, OREGON Cities in Multnomah County
WASHINGTON COUNTY, OREGON Cities in Washington County

September 4, 1970

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Please be informed that on August 21, 1970, the Executive Committee of the Columbia Region Association of Governments reviewed the following applications submitted by the Oregon State Highway Division:

A. Indian John Island acquisition in the amount of $17,075 MULT. CO. BOR
B. Milwaukie Riverfront Park #1 in the amount of $12,500 CLACK. CO. BOR
C. Happy Valley Park Roadway CLACK. CO. BOR
D. Harmony Road Interchange--Cascade Highway CLACK. CO. } RDSD. IMPR.
E. East Portland Freeway-Hubbard Interchange WASH. CO. } RDSD. IMPR.

The Committee found that each of these recreation and beautification projects are compatible with the Portland-Vancouver Metropolitan Open Space and Recreation Planning programs. Therefore, the Executive Committee of the Columbia Region Association of Governments does hereby urge the funding of these applications.

In addition to the above projects, the Committee also reviewed the Oregon State Highway Division's proposal to improve the Columbia River Highway between Sandy River and Multnomah Falls. The Committee endorsed this project as being compatible with the highway needs of this area. However, the Committee urges the State Highway Division that the work to be done under this project must be done in such a manner as to complement and to enhance the scenic beauty of the Columbia Gorge.

BEN GIFFORD

Sincerely,

Homer C. Chandler
Homer C. Chandler
Executive Director

cc: R. E. Simpson
L. P. Shaw
W. J. McCallum
Frank L. Hall
D. H. Moehring
H. S. Cox
L. W. Rulien
John Sheldrake

HCC:jec 9-8-70

Ellison

ROUTED
R. W. ELLISON
Gifford

RECEIVED
SEP 8 1970
PROGRAM & PLANNING
DIVISION

JUL 21 1970

I-5-5(47)294

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 16, 1970

Columbia Region Association of Governments
429 S. W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Attached for your review and comments as District clearinghouse fulfilling procedures for program evaluation, review, and coordination required by Section 204 of the demonstration cities and metropolitan development act of 1966, and Title IV of the intergovernmental cooperation act of 1968, please find completed Notice of Intent which will provide sufficient data to permit your completion of both Section 204 and A-95 review.

Harmony Road Interchange-Cascade Highway
Clackamas Highway, Clackamas County

East Portland Freeway-Hubbard Interchange
Pacific Highway, Washington & Clackamas Counties

Upon completion of review, please forward your comments to Mr. L. H. Young, Program and Planning Engineer, State Highway Division. This review and comments by you, unless otherwise stated will be accepted as final consumation of both reviews. Your cooperation in this matter will expedite the processes of federal-aid programming.

Attach.

Very truly yours,

R. L. Porter
State Highway Engineer

By R.W. Ellis
for L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klaboe ✓
D. J. Barbee
D. H. Moehring
R. E. Royer
H. S. Cox
B. L. Gifford
R. N. Chase
John Sheldrake
L. W. Rulien

NOTICE OF INTENT - STATE AGENCIES

Project: East Portland Fwy. -Hubbard Intchge.
Pacific Highway, Washington and
Clackamas Counties

July 16 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division .... Salem
Address

Contact Person L. H. Young 4563
Phone

1. Project requires Emergency Board approval of agency federal fund limitation: Yes .... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Two (2) City --

County Washington & Clackamas Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal Aid Interstate

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application ....

---

4. Estimated Project Cost

Federal Share $ 121,500
Loan .... Grant ....
Local Applicant Share (--)
(if any) $ --

State Agency Share $ 13,500

Other (Specify) $ --

Total $ 135,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X Yes .... $ ....
(Approx)

Will Federal share change: No X

Yes, from ....% to ....%

When ....

5. **Period Covered by Projects**

Beginning date February 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date February 1972

Will renewal be requested? Yes .... No X

6. **Estimated Application Filing Date** September 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

EAST PORTLAND FWY. - HUBBARD INTCHGE. SECTION, Pacific Highway (I-5)

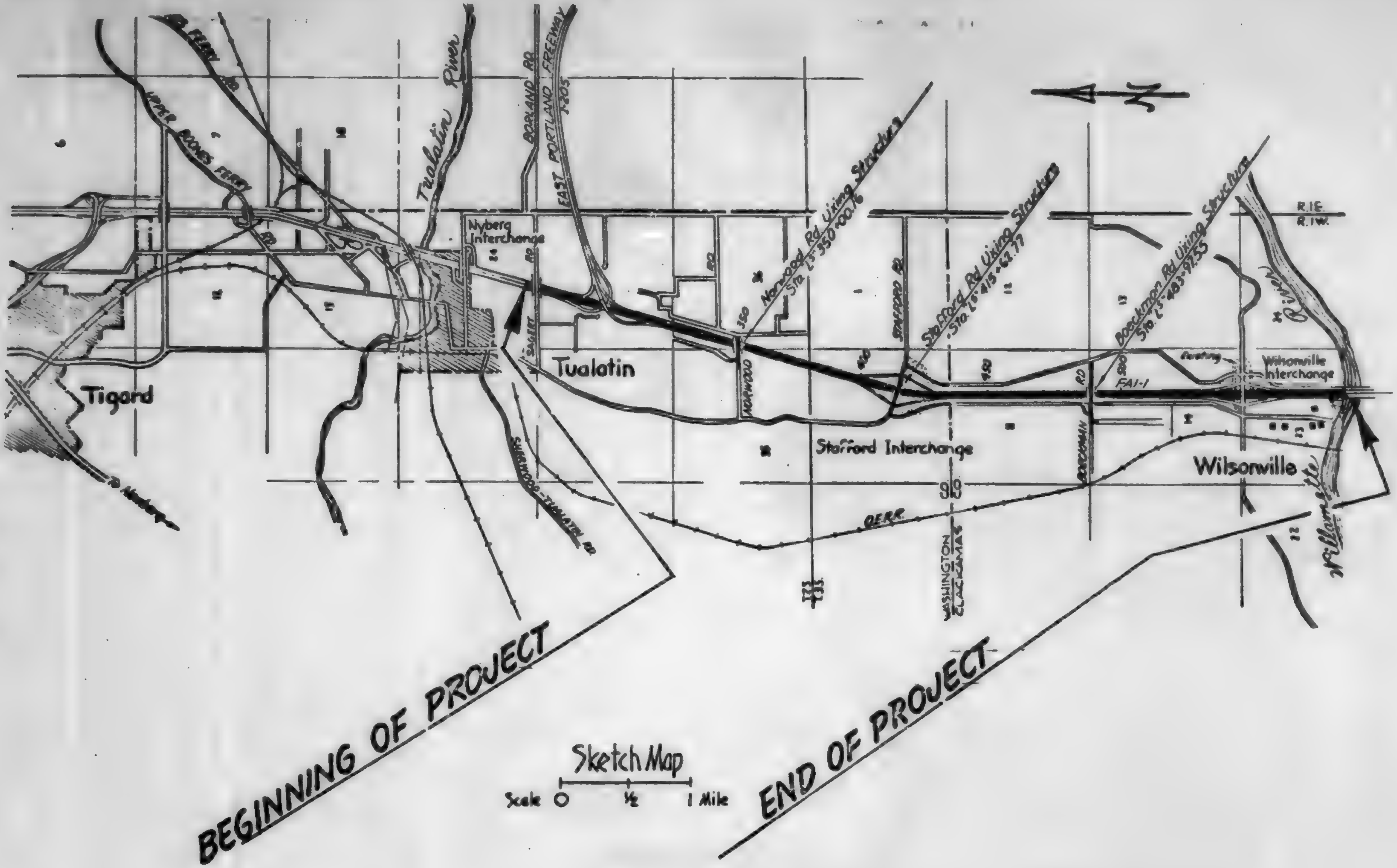
This project consists of preliminary engineering, roadside improvement, and incidental work necessary to accomplish the beautification of highway construction contracts now underway and estimated to be completed by the fall of 1970.

The northerly terminus of the proposed project will begin approximately 1000 feet north of Sagert Road U'xing and end at the northerly end of the Willamette River bridge near Wilsonville. The total length of project is approximately 6.0 miles.

The work will include planting of trees, shrubs, vines and ground-covers with a median planting of multiflora rose hedge for safety and elimination of headlight glare.

This project is related to the "Goals for a Livable Oregon" by enhancing the esthetic values of our interstate routes through landscape planting and beautification.

See attached map for geographical location.



Tigard
Upper Boones Ferry Rd
Tualatin River
Borland Rd
East Portland Freeway I-205
Nyberg Interchange
Sagert Rd
Tualatin
Norwood
Norwood Rd Uxing Structure
Sta. L3 350+00.16
Stafford Rd
Stafford Rd Uxing Structure
Sta. L3 415+63.77
Stafford Interchange
Boeckman Rd
Boeckman Rd Uxing Structure
Sta. L3 483+97.55
FAI-1
Existing
Wilsonville Interchange
Wilsonville
Willamette River
R.1E.
R.1W.
Washington
Clackamas
OERR
Sherwood-Tualatin Rd
To Newberg
N
BEGINNING OF PROJECT
END OF PROJECT
Sketch Map
Scale 0 ½ 1 Mile

OREGON STATE HIGHWAY DIVISION

SKETCH MAP

EAST PORTLAND FRWY.
HUBBARD INTCHGE.

PACIFIC HWY. WASHINGTON & CLACKAMAS COUNTIES

RECEIVED
JUN 2 1970
FOR FILE

Form FHWA-[illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-5-5(49)284
7302

DATE: May 27, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabo

SUBJECT: Oregon Project I-5-5(-)284
East Portland Highway-Hubbard Interchange Section
Design Approval of Roadside Improvement

It is agreed that at the time the project for the construction of the additional lanes on the subject section was reviewed for design approval under PPM 20-8 it was anticipated that all areas involved would eventually be landscaped.

Therefore we concur, as requested in Mr. Young's May 21 letter, that design approval as required under PPM 20-8 was in effect granted for the landscaping of the affected areas along with the design approval for the construction presently underway on this same section. No further action is required under PPM 20-8.

6-2-70
REFERRED TO
Young
BY ASST. STATE HWY. ENGR

NOTED
F. B. KLABOE

RECEIVED
JUN 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-5-5(17)284
1562

May 21, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Design Approval
East Portland Fwy.-Hubbard Intchge. Sec.
(Roadside Improvement)
Project I-5-5(-)284
Pacific Highway
Washington & Clackamas Counties

Dear Sir:

We hereby request your concurrence that design approval for the subject "Roadside Improvement Project" was included as part of the overall design under Project I-5-5(44)283, East Portland Freeway-Wilsonville Interchange Section for which design approval was given by Bureau of Public Roads' memorandum of March 10, 1969 and Project I-5-5(40)284, Wilsonville Interchange-Hubbard Interchange Section which was approved for advertising by Bureau of Public Roads' memorandum of April 3, 1969.

The proposed improvement work is stage construction required to complete the aesthetics of this section to Interstate Standards. The work consists of placing topsoil, planting trees, shrubs and vines intermittently throughout the length of the project including Stafford and Wilsonville Interchanges. It is our present intention to program this roadside improvement project for the January 21, 1971 bid opening.

The cost of the proposed roadside improvement work was included in the 1968 Interstate Cost Estimate compiled in accordance with Section 104(b)(5), Title 23, U. S. Code, Highways.

We further request your concurrence that the requirements of PPM 20-8 was fulfilled for the "Roadside Improvement Project" under Projects I-5-5(40)284 and I-5-5(44)283 and that no further action is required.

We trust the foregoing information is sufficient for you to give your concurrence that we have design approval for the proposed project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Bastow
R. W. Ellison
R. L. Gifford
R. H. Chase

JG:dg

4-3344 Tolovana Beach State Wayside 1970
Sec., near Oregon Coast Hwy. in
#7503 Cannon Beach (Landscaping)

RECEIVED
MAR 28 1972
FOR FILING

7503

March 23, 1972

St. Paul Fire and Marine Ins. Co.
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

A post-final payment for $3,400 will be made to Wayne G. Harris and Associates on Contract No. 7503 for work in the Tolovana Beach State Wayside in Clatsop County as soon as the warrant is prepared.

The total amount paid on this contract will be $47,748.76 including the post-final payment. Of the total $799.72 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Wayne G. Harris and Associates
704 S. E. 3rd St.
Pendleton, Oregon 97801

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
J. D. Boyd

RECEIVED
[illegible]

FOR FILING

7503

March 14, 1972

St. Paul Fire and Marine Ins. Co.
1900 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On February 3, 1972, we notified you of the final payment amount on Contract No. 7503 awarded to Wayne O. Harris and Associates for landscape improvement in Tolovana Beach State Wayside in Clatsop County.

The final payment amount on this contract has been revised to $3,400 and the total revised contract amount is $47,740.76 including $799.72 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Wayne O. Harris and Associates
704 S. E. 3rd St.
Pendleton, Oregon 97801

Frank Morgan
Walt Hart
V. E. Shoog
Attn: John Kerr
J. B. Boyd

RECEIVED
MAR 22 1972
FOR FILING

7503

#10

February 23, 1972

Wayne O. Harris & Associates
704 S. E. 3rd Street
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission on February 22, 1972, considered your request for an 85 day extension of time on Contract No. 7503 for landscape improvement in Tolovana Beach State Wayside in Clatsop County.

After considering the available facts and the provisions of the contract, the Commission granted an extension of 68 days without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

bc F. D. Morgan
V. E. Skoog
J. B. Boyd
Loren Weber

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1972

SUBJECT: Tolovana State Park
Contract No. 7503
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Wayne O. Harris requests an 85-day extension of the contract time citing five reasons. These are an overrun of topsoil and plant materials, some minor extra work orders, problems in acquiring acceptable exposed aggregate fountains, and table foundations, and a late modification in the irrigation system. Bids on this project were opened October 29, 1970 with a specified June 30, 1971 completion date. On that date, the project was 90 percent completed. The actual completion date of record is September 23, 1971 so 85 days liquidated damages have been assessed at $50 per day.

The topsoil item did overrun almost 100 percent (413 cubic yards). In comparing with the actual dates that topsoil was delivered to the project, we find this overrun would justify 7 workdays or 10 calendar days. Plant overruns and some minor force account work could justify an additional week. This would extend the time to July 17.

All the regular work except the irrigation system revisions and the replacement fountain and table parts was completed by August 3. The fountain replacements and the table work is probably partly the State's obligation. The contractor cooperated in getting the exposed aggregate fountains from a more satisfactory source the second time. I am advised there was no clear specification basis to reject the first ones he secured. I would therefore recommend that we extend for all the time charged after August 3 or another 51 days.

This would make a total recommended extension of 68 days leaving 17 days liquidated damages in effect. This would really be the time between July 17 and August 3 when the contractor was working on regular contract obligations. The 17 days liquidated damages would amount to $850. This would be a compromise between the Resident Engineer's recommended 54 days extension (all the time after August 1) and the Region recommendation of a complete extension which is not derived very rationally. This was a State project. Rough draft letter to the Highway Commission is enclosed

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

WAYNE HARRIS CO., INC. *Engineers and Surveyors* *Foresters* *Nurseries* *Landscape Construction*

P. O. Box 566 — S. E. 17th & Court Place
Pendleton, Oregon 97801

Telephone 276-7642

December 7, 1971

Re: Contract No. 7503
Tolovana Beach State
Wayside

Subject: Time Extension

Mr. Loren Weber
Resident Engineer
705 W. Marine Drive
Astoria, Oregon 97103

Dear Sir:

Please consider the following statements and reasons as justification for the requested time extension on the above noted contract.

Basically there were five change orders and three force account items included in this contract as well as design revision in the sprinkler system. We are itemizing reasons for this request as follows:

1. Extra top soil was required to complete this project. The quantity required almost doubled original estimate. At the time this was discovered the source was inaccessible because of very heavy and continual rain.

2. Extra drainage systems were installed under the planting islands in order to eliminate the damming effect of the curbing.

3. Contracts for casting the fountains and table legs were given to Glen Eden Brick and Tile Company. The State was notified of this fact. When this casting was completed the units were not satisfactory. At that time an agreement was made for a time extension and a contract was made with another firm subject to the State's approval.

It was our understanding at that time that all basic work would be suspended subject to the installation of these items, since there was a good chance that the lawn area would be greatly disturbed.

In connection with the tables, the preservative treatment for the tops and benches as originally specified was subsequently rejected and a different treatment required. This also caused delay.

WAYNE HARRIS CO., INC. *Engineers and Surveyors* *Foresters* *Nurseries* *Landscape Construction*

P. O. Box 566 — S. E. 17th & Court Place
Pendleton, Oregon 97801

Telephone 276-7642

Mr. Loren Weber

4. The quantity of plant materials allowed for the job did not furnish specified coverage or spacing. Additional plants and time were required.

5. A redesign of the sprinkler system was required to adequately cover the area. We feel that the water supply available was not the same as the supply used for design. Consequently the system required modification during the summer as the volume and pressure gradually decreased.

We thank you for your consideration of this matter.

Sincerely,

Wayne O Harris

Wayne O. Harris

WOH:va

RECEIVED
FEB 17 1972

FOR FILING

4-3344

7503

February 16, 1972

Oregon State Highway Commission

Request for Extension of Time
No. 11
February 22, 1972 Meeting

Gentlemen:

Wayne O. Harris, contractor on the Tolovana Beach State Wayside Section in Clatsop County, Contract No. 7503, has requested an 85-day extension of the contract time because of an overrun of topsoil and plant materials, some minor extra work orders, problems in acquiring acceptable exposed aggregate fountains and table components, and a late modification in the irrigation system. Bids on this project were opened October 29, 1970 with a specified June 30, 1971 completion date. On that date, the project was 90 percent complete. The actual completion date of record is September 23, 1971, so 85 days liquidated damages have been assessed at $50 per day.

The topsoil item did overrun almost 100 percent. This overrun would justify 10 days. Plant overruns and some minor force account work justify another week. All the regular contract work except the late irrigation system revisions and the corrective work on fountains and tables was completed by August 3. Extension for all the time charged after August 3, or 51 days, is justified.

I recommend a total extension of 68 days. This will leave 17 days liquidated damages accrued at the rate of $50 per day or $850. This was a State project.

This matter will be on the agenda for your consideration at the February 22, 1972 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

JAB:fw

cc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
Gary Ross
Gary Sund
F. D. Morgan
V. E. Skoog
L. H. Young
J. B. Boyd

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7503 Contractor Wayne O. Harris & Assoc.

Highway

Section Tolovana Beach State Wayside

Kind of Work Landscape Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 68 days for topsoil and plant quantity overruns, and late corrective work done after August 3, 1971.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

State Printing [illegible]

Contract No. 7503
Project designation State (State-Federal)
Date awarded Nov. 2, 1970
Work started Feb. 16, 1971
Per cent completed 100% Sept. 23, 1971 (Date)
No. of Workdays Allowed
No. of Workdays Used
No. of Added Workdays Requested 85

E-320 (Rev.)—3M—5-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 7, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 325 days, within which to complete our Contract No. ~~[illegible]~~ 7503, without the assessment of liquidated damages. The said contract is described as follows:

LANDSCAPE IMPROVEMENT TOLOVANA BEACH STATE WAYSIDE.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: SEE ATTACHED SHEET.

Respectfully submitted,

WAYNE C. HARRIS
Contractor

By Wayne C Harris

CONSENT OF SURETY

Date December 9, 1971

We, St. Paul Fire and Marine Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

St. Paul Fire and Marine Insurance Company
Attorney-in-fact

Victor S. Risley Co. (SEAL)
by
Resident Agent

RECEIVED
JAN 2[illegible] 1972
FOR FILING
4-3344
7503

January 24, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed September 23, 1971 on Contract No. 7503. The contract was with Wayne O. Harris & Associates and was for Landscape Improvement on the Tolovana Beach State Wayside Section in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 20, 1972, and that you concur in this procedure at the Commission meeting on February 22, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
J. B. Boyd

VG:alc

RECEIVED
JAN 10 1972
FOR FILING
4-3344

7503

January 10, 1972

Cannon Beach Water Company
Box 484
Cannon Beach, Oregon 97110

Gentlemen:

This is in reply to your letter of January 4, 1972, concerning your claim in the amount of $20 against Wayne O. Harris & Associates on their Contract No. 7503 in Clatsop County.

Our records reveal that your claim was filed with the Secretary of State on September 29, 1971, and was assigned his File No. 4625.

This contract was completed September 23, 1971, but has not yet been accepted by the State Highway Commission.

Our Division is now processing a post semi-final payment in the amount of $1,611.47 which will be mailed to the contractor in approximately ten days.

We will forward a copy of your letter to the St. Paul Fire and Marine Insurance Company and to Wayne O. Harris & Associates.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc St. Paul Fire and Marine Ins. Co.
Wayne O. Harris & Associates

CWH:dr

TO

Oregon State Highway D[illegible]sion
Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

FROM

Cann[illegible] Beach Water Company
Cann[illegible] Beach, Oregon 97110

SUBJECT: Wayne O Harris & Associates $20.00 account
St. Paul Fire & Marine Insurance Co. claim

DATE: 1-4-72

Message - Reply

Form 87 · New England Business Service, Inc., Townsend, Mass.

FOLD ▲ THIS IS NCR (NO CARBON REQUIRED) PAPER. { JUST TYPE (OR WRITE) ON ORIGINAL. YOUR IMPRESSION WILL AUTOMATICALLY APPEAR ON COPIES BENEATH.

MESSAGE

Gentlemen:

Please refer to your September 28th letter stating the Wayne O. Harris & Associates bill of $20.00 would be turned over to St. Paul Fire & Marine Insurance Company for payment.

We still do not appear to have been paid for this.

Please advise.

Yours very truly,
CANNON BEACH WATER CO.

SIGNED:

DATE OF REPLY:

REPLY TO:

REPLY

RECEIVED
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
G. W. HEAD

SIGNED:

SENDER: MAIL RECIPIENT WHITE AND PINK SHEETS

4-3344
7503

FORM E-1 (REV 10-69)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tolovana Beach State Wayside	WEEK ENDING: October 16, 1971	SECTION PREFIX: 4-3344
HIGHWAY:	COUNTY: Clatsop	
NAME OF JOB: Tolovana Beach State Wayside	KIND OF WORK: Landscape Improvement	
CONTRACTOR: Wayne O. Harris & Assoc.	CONTRACT NUMBER: 7503	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 2, 1970	DATE WORK STARTED: February 16, 1971	ESTIMATED COMPLETION DATE: September 23, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS:	WORK DAYS USED: CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 52,887.76	SPECIFIED COMPLETION DATE: June 30, 1971	PERCENT OF TIME ELAPSED: 135
EXCLUSIVE OF ENGINEERING: $ 48,086.12	ENGINEERING AUTHORIZATION: $ 4,601.54	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 47,915	Week ENGINEERING COST TO DATE: $ 7,621 7	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED PERCENT: OVERRUN UNDERRUN 6.1 %	PERCENT OF AUTHORIZATION: 166 %	DATE PROJECT WAS COMPLETED: September 23, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Showers			
THURSDAY	Showers			
FRIDAY	Fair			
SATURDAY				

Routing
Mors
Decker
Bond
Weiner
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 18 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
10/11 MONDAY	One man ½ day on semi-final computations.
10/12 TUESDAY	No work.
10/13 WEDNESDAY	One man on semi-final preparation, assembling data for transmittal to Salem the last of the week.
10/14 THURSDAY	Completed semi-final which will be sent to Salem tomorrow.
10/15 FRIDAY	Semi-final submitted to Region.
SATURDAY	

REMARKS

This will be the last weekly report this project.

SIGNED LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
OCT 6 - 1971
FOR FILING

Claim 4625

FILED
SEP 29 1971
CLAY MYERS
SECRETARY OF STATE

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 28, 1971

~~Cannon Beach Water Company~~
~~Box 484~~
~~Cannon Beach, Oregon~~ 97110

4-3344
7503

NOTED ON CARD
10-5-71

Gentlemen:

This is to acknowledge receipt of your letter informing us that Wayne O. Harris and Associates owes you $20.

From the description given, this appears to be in connection with the Wayne O. Harris and Associates Contract No. 7503 for landscape improvement in Tolovana Beach State Wayside in Clatsop County.

The St. Paul Fire & Marine Insurance Company furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc St. Paul Fire & Marine Insurance Co.
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Wayne O. Harris & Associates
704 S. E. 3rd Street
Pendleton, Oregon 97801
Commission
Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

RECEIVED
SEP 30 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Form E-123

TO
Bureau of State Parks
SALEM, OREGON

FROM
Cannon Beach Water Co
Box 484
Cannon Beach, OREGON

SUBJECT: WATER TURN ON 6-30-71

DATE: 9-30-71

Message - Reply

FOLD ▲ THIS IS NCR (NO CARBON REQUIRED) PAPER. JUST TYPE (OR WRITE) ON ORIGINAL. YOUR IMPRESSION WILL AUTOMATICALLY APPEAR ON COPIES BENEATH.

Form 97 - New England Business Service, Inc., Townsend, Mass

MESSAGE

Gentelmen!

Wayne HARRIS Co Box 566 Pendelton OREGON 97801 doing landscaping with contract from you have been billed 4 FOUR Times for this $20.00.

Shall I have a lean on this property or will you see that bill is PaiD?

SIGNED:

DATE OF REPLY:

REPLY TO:

REPLY

(parking area).

Tolovana Park Oregon
#7503

SIGNED:

SENDER: MAIL RECIPIENT WHITE AND PINK SHEETS

RECEIVED
JUN 3 - 1971
FOR FILING

4-3344

7503

June 2, 1971

The Honorable W. H. Holmstrom
State Senator
Oregon State Senate
State Capitol
Salem, Oregon

Dear Senator Holmstrom:

This is in reference to Mr. R. A. Heer's complaint about the beach access and parking area being constructed near Tolovana Beach.

As you know, this is part of the overall beach program to provide convenient access and facilities for the public. The contractor is Wayne O. Harris, 704 S. E. Third Street, Pendleton. His bid was the lowest of the three received and was in the amount of $45,915. The specified completion date is June 30, 1971.

The City of Cannon Beach also had a sewer project under way at the same time, and this probably resulted in some disorganized and untidy appearance.

If you need anything further, please let us know.

Sincerely,

R. L. Porter
State Highway Engineer

RLP:fm

cc Tom Edwards
Lloyd P. Shaw
E. S. Hunter
Victor D. Wolfe
R. B. Sipprell
David Talbot
R. D. Asburry

May 22, 1971

Wm. H. Holmstrom
Senate Chamber
Oregon Legislative Assembly
Salem, Oregon 97310

Dear Senator:

For the past two years now, the state has been building on a park at Tolovana Park. They have put down black top, torn it up, put in sidewalks and then tore them up. They have poured tons of fill dirt and rock into this small area. A mushroom company from Salem (which is probably owned by McCall or some of his buddies) has been dumping yard after yard of expensive fertilizer on it.

Now, after all that time, they still are not completed with it. Would you please look into this rat hole for our tax money? I would like to find out just what the actual cost in tax dollars is so far. Thank you.

Very sincerely,

Ray B. Moor

Ray B. Moor
487 W. Marine Dr.
Astoria, Oregon 97103

NOTED
R. B. SIPPRELL

RECEIVED
NOV 20 1970

4-3344
7503

November 20, 1970

Wayne O. Harris & Associates
704 S. E. 3rd Street
Pendleton, Oregon 97801

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7503 for landscape
improvement in Tolovana Beach
State Wayside in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

bc F. D. Morgan
I. D. Merchant
Loren Weber
R. D. Asburry
David Talbot
Roy Olson

RECEIVED
NOV 12 1970

4-3344
7503

November 10, 1970

Wayne O. Harris & Associates
704 S. E. 3rd Street
Pendleton, Oregon 97801

Gentlemen:

Enclosed are three copies of Contract No. 7503 for $43,715.43 awarded to you by the State Highway Commission on November 2, 1970, for landscape improvement in Tolovana Beach State Wayside in Clatsop County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
Loren Weber
R. D. Asburry
David Talbot
Roy Olson

RECEIVED
NOV 5 - 1970
FOR FILE
4-3344
7503

November 4, 1970

Mr. Wayne C. Harris
P. O. Box 966
Pendleton, Oregon 97801

Dear Mr. Harris:

The State Highway Commission on November 2, 1970 awarded to you State Highway Contract No. 7503 in the amount of $43,913.43 for landscape improvement in Tolovana Beach State Wayside in Clatsop County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dmn
bc Frank Morgan
I. B. Marchant
David Talbot
R. B. Adamey
Loren Weber
Ray Olsen
Wm. Seibel (SAIF)

24-3735 Champoeg State Park Section, 1970
N. of Woodburn
#7504 (Structure)

[illegible]
SEP 22 1971
FOR FILING

24-3735

7504

September 21, 1971

General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

Gentlemen:

Contract No. 7504

A post-final payment for $700 will be made to Lane Bros. Construction, Inc., for the Champoeg Creek (Champoeg Park) Bridge in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $151,903.21 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc Lane Bros. Construction, Inc.
3501 Brooklake Road, N. E.
Salem, Oregon 97303

bc F. D. Morgan
I. D. Merchant
V. E. Shaug
Attn: John Kerr
J. B. Boyd
David Talbot

RECEIVED
OCT 11 1971

FOR FILING

24-3735
7504

#6

September 10, 1971

Ross Bros. Construction, Inc.
3501 Brooklake Road, N. E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting on September 8, 1971, considered your request for an additional 14 calendar days on Contract No. 7504 for the Champoeg Creek (Champoeg Park) Bridge in Marion County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 7-day extension without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
I. D. Merchant
V. E. Shoup
J. B. Boyd
Walter Sundquist

RECEIVED
SEP 2 - 1971
FOR FILING

24-3735
7514

September 1, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 6
September 8, 1971 meeting

Gentlemen:

Ross Bros. Construction, Inc., contractor for the construction of the Champoeg Creek (Champoeg Park) Bridge in Marion County, Contract 7504, has requested that he be granted an additional 14 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites abnormal floods during the period January 11-29, 1971, which flooded his cofferdams and prevented him from working as his reason for failure to complete the work on time.

The contract was awarded November 2, 1970, and allotted 200 calendar days to complete the work. This forecast a completion date of June 11, 1971. The work was completed June 25, 1971, with 214 calendar days charged. This is an excess of 14 days.

Normal high water is given on the plans as elevation 77.0. Water elevation exceeded this figure for the period January 17, 1971, to January 23, 1971, a total of seven days. This condition, considered under Article 101.02 of the specifications, is an "act of God" and entitles the contractor to a seven-day extension without assessment of liquidated damages.

I recommend that the contractor be granted a seven-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining seven days. This amounts to an assessment of $700.

This matter will be on the agenda for your consideration at the September 8 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor D. Wolfe
I. D. Marchant
F. D. Morgan
V. E. Skoog
L. H. Young
J. B. Boyd

CAG:dh fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Calendar ~~Workdays~~

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7504 Contractor Ross Bros. Construction Inc.

Highway Champoeg State Park

Section Champoeg Creek Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of calendar ~~workdays~~ within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~Flood waters in the area exceeded the depth of the past five years. Actual quantity of concrete placed exceeded the estimated quantity.~~

Grant 7 days without assessment of liquidated damages account of water level above normal flood stage. Assess liquidated damages for remaining 7 days.

Recommended for Approval:

Regional ~~Division~~ Engineer

Ivan V. Merchant
~~Construction Engineer~~ or Bridge Engineer

Assistant State Highway Engineer

Contract No.	7504
Project designation (State-Federal)	State
Date awarded	November 2, 1970
Work started	November 2, 1970
Per cent completed / Date	100% June 25,1971
No. of Calendar days ~~Workdays~~ Allowed	200
No. of Calendar days ~~Workdays~~ Used	214
No. of Added Calendar days ~~Workdays~~ Requested	14

[illegible]

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Calendar ~~Work~~days
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 25, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar ~~work~~days from 6-11-71 days to 6-25-71 days, within which to complete our Contract No. T504, without the assessment of liquidated damages. The said contract is described as follows:

Champoeg Creek Bridge, Champoeg State Park, Marion County, Oregon.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(1) High water flooded the cofferdams on three different occasions causing work stoppages and additional cleanup. The major work stoppage occured between 1-11-71 and 1-29-71.

Respectfully submitted,

Ross Bros. Construction, Inc.
Contractor

By R. K. Ross

CONSENT OF SURETY

Date ...., 19......

We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

PAIGE S. TONGUE Paige S Tongue
Attorney-in-fact

(SEAL)

CURRY-KROPP-CATES, INC. Paige S Tongue
Resident Agent

RECEIVED
AUG 30 1971
FOR FILING

24-3735

7504

August 30, 1971

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

On August 24, 1971, we wrote to you concerning release of final payment on Contract No. 7504 awarded to Ross Bros. Construction, Inc., for the Champoeg Creek (Champoeg Park) Bridge in Marion County.

Final payment on this contract is $7,919.16 and the total contract amount is $150,803.21. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Ross Bros. Construction, Inc.
3301 Brooklake Road, N. E.
Salem, Oregon 97303

bc F. D. Morgan
E. D. Marchant
J. B. Boyd
V. E. Skoog
Attn: John Harr

RECEIVED
AUG 24 1971

FOR FILING

24-3755

7504

August 23, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed June 25, 1971 on Contract No. 7504. The contract was with Ross Bros. Construction, Inc. and was for a structure on the Champoeg Creek (Champoeg Park) Bridge Section in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 23, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. B. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
J. B. Boyd

VG:fw

RECEIVED
NOV 28 1970
FOR FILING

24-3735
7504

November 23, 1970

Ross Bros. Construction, Inc.
3501 Brooklake Road, N. E.
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7504 for a structure
> on the Champoeg Creek (Champoeg
> Park) Bridge Section in Marion
> County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc General Insurance Co. of America
Portland Service Office
520 S. W. 6th Avenue
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
Walter Sandquist
David Talbot

RECEIVED
NOV 1[illegible] 1970
[illegible]

24-3735
7504

November 12, 1970

Ross Bros. Construction, Inc.
3501 Brooklake Road, N. E.
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 7504 for $152,367 awarded to you by the State Highway Commission on November 2, 1970, for Champoeg Creek (Champoeg Park) Bridge in Marion County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 24, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
Walter Sandquist
David Talbot

RECEIVED
NOV 5 - 1970
FOR FILING

24-3735
7504

November 4, 1970

Ross Bros. Construction, Inc.
3501 Brooklake Road, N. E.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on November 2, 1970, awarded to you State Highway Contract No. 7504 in the amount of $132,967 for work in Champoeg State Park in Marion County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

bc Frank Morgan
I. D. Merchant
David Talbot
R. D. Asbury
Walter Sandquist
Wm. Geibel (SAIF)

SEP 14 1970

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
JOHN P. AMACHER, Vice Chairman
J. PAT METKE, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

7504

September 14, 1970

Hall
1 A. Olson
Wills
Hackleman
Carstenson
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Sample

RECEIVED
SEP 15 1970
DESIGN SECTION

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Return To
Other

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

This is in reply to your letter of August 25, 1970, regarding four projects to be let on October 1 and October 29, 1970.

On the following three projects there will be no conflicts with wildlife resources and they are approved.

1. Champoeg Creek Bridge, Marion County
   Champoeg State Park-Campground Entrance Road
2. Seven Devils State Wayside, Coos County
3. Yaquina Bay State Park, Lincoln County

On the project entitled "Gellatly Summit Section, Benton County, Corvallis-Newport Highway," we are having our field people check this out. As soon as we receive a report we will notify you.

Thank you for the opportunity of review.

Very truly yours,

R.O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

RECEIVED
SEP 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc's sent 9-16-70

F. B. Klaboe
L. H. Young
W. J. Hart (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
R. D. Asburry (6)
C. T. Keasey (2)

RECEIVED
SEP 16 1970

1859

FISH COMMISSION
OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
EDW. G. HUFFSCHMIDT
Chairman
JOSEPH I. EOFF
Vice Chairman
McKEE A. SMITH
Member
ROBERT W. SCHONING
State Fisheries Director

7504 1-2735

RECEIVED
SEP 1 1 1970
PROGRAM & PLANNING
DIVISION

Edwards

Hall
A. Olson
Wills
Harkleman
Carstensen
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RECEIVED
SEP 14 1970
DESIGN SECTION

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Keep ☐
Return To
Other

September 4, 1970

Klaboe ✓
copy Edw
Shaw
9-10-70

Mr. R. L. Porter, State Highway Engineer
Department of Transportation
Highway Division
Highway Building
Salem, Oregon 97310

REFERRED TO
Young 9-11-70
BY ASST. STATE HWY. ENGR.

Attention Frank L. Hall

Dear Mr. Porter:

We have reviewed the following projects transmitted to us by your letter dated August 24, 1970:

Champoeg Creek Bridge, Marion County
Seven Devils State Wayside, Coos County
Gellatly Summit Section, Benton County

We anticipate no fishery conflicts on the above projects providing water quality is maintained.

Yaquina Bay State Park, Lincoln County

The proposal has been submitted to our coastal fishery staff for investigation. We expect a reply shortly.

Sincerely,

Burt Carnegie
BURT CARNEGIE
HYDRAULICS ENGINEER

cc Oregon Game Commission, Koski

cc's sent 9-16-70
F. B. Klaboe
L. H. Young
W. J. Hart (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
R. D. Asburry (6)
C. T. Keasey (2)

RECEIVED
SEP 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

29-3333 Neskowin State Beach Wayside 1970
near the Oregon Coast Hwy. at
#7505 S. edge of Neskowin (Landscaping)

RECEIVED
APR 1? 1972
FOR FILING

7505

April 14, 1972

St. Paul Fire & Marine Insurance Co.
Portland Office
1300 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

A post-final payment for $2,350 will be made to Wayne O. Harris & Associates on Contract No. 7505 for landscape improvement in Neskowin Beach State Wayside in Tillamook County as soon as the warrant is prepared.

The total amount paid on this contract will be $28,218.13 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Wayne O. Harris & Associates
706 S. E. 3rd Street
Pendleton, Oregon 97801

bc C. T. Hansey
Walt Hart
V. E. Skoog
Attn: John Herr
J. B. Boyd

RECEIVED
MAY 8 - 1972

FOR FILING

7505

4i

April 6, 1972

Wayne O. Harris & Associates
706 S. E. 3rd Street
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission at its meeting on April 4, 1972, granted an extension of 47 days on Contract No. 7505 for work on the Neskowin Beach State Wayside in Tillamook County, thereby eliminating all liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FKN:dr:kl

bc C. T. Kenney
V. E. Skoog
J. B. Boyd
N. H. Patterson

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1972

SUBJECT: Neskowin Beach State Wayside
Contract No. 7505
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Wayne O. Harris and Associates request a 47-day extension of the contract time and itemize seven reasons. Six of these reasons boil down to added work or quantity overruns.

This was a relatively small job with a contract amount of $25,681 awarded in November, 1970 with a specified completion date of June 30, 1971. The project included an irrigation system and landscape planting work anticipating a spring planting. This objective was met. When the time expired June 30, the project was 97 percent complete but the contractor had actually already performed more than the original contract money amount due to the added items.

There are six Price Agreements which amount to over 13 percent of the original contract money. Most of these were associated with relatively minor changes in curbs, drainage, electrical layout and irrigation system. Most of this work was required to make this project compatible with a building project let under a separate contract. The contractor was slow in doing some minor corrective work, so the formal completion date was August 16, 1971.

There are 47 days liquidated damages accrued at the rate of $50 per day amounting to $2,350. We concur with the Region recommendation that a complete time extension of 47 days be granted because of the added work. This was a State project. A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Attach.
cc V. L. Gallagher

29-3333

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1972

SUBJECT: Time Extension Request
Neskowin Beach Wayside

To: F. D. Morgan
CONSTRUCTION ENGINEER

Attached is a formal request from Wayne O. Harris, contractor on the subject contract, requesting a 47-day increase. The attached sheet accompanying the formal request consisted of his attached November 24, 1971 letter to Resident Engineer H. H. Patterson. It should be noted that this was a specified completion date project of June 30, 1971. The 47 additional days requested would extend the time to the actual date of completion of August 13, 1971.

Resident Engineer H. H. Patterson's excellent January 28, 1972 letter of analysis is also attached. This office concurs in his item by item resume. However, we did make a bar graph of Mr. Patterson's recommendations. That bar graph is attached. The way we have assigned values to his recommendation would indicate that some days were given more than 100% credit. However, this was not done on so many days that what the entire 47 requested by the contractor and necessary to eliminate all liquidated damages can still be recommended and are.

Gerald Wimer
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc H. H. Patterson

GW/km

Routing
Kessey
Bond
Walker
Johnson
RECEIVED
FEB 14 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

SP*58479-734

29-3335

REGION 2 ENGINEER
RECEIVED
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RE RCE RME RTE RCE
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport, Oregon
28 January, 1972

SUBJECT: Time Extension Request
Neskowin Beach State Wayside
Contract No. 7505

To:
Gerald Wimer
Reg. Constr. Eng'r.
SALEM

Attached are four copies of Form E-320 submitted by Wayne O. Harris, contractor on the above-named project. He cites six change orders; the second and third items on his list are both covered by Price Agreement No. 2.

1.) His first point seems to refer to the slide material placed in the sidewalk areas by the Parks Section crews. This was rehandled by the contractor under PA #1, work started on Feb. 10 and completed Feb. 12, 1971, utilizing the entire crew which was there at the time. I recommend three days be allowed on this item.

2.) The catch basin and drain work was accomplished by a crew hired for that specific work, and was aided by the regular foreman. The work was done on six days, April 21-26, and did retard progress of work in the adjacent planting area. I recommend $\frac{1}{2} \times 6 = 3$ days be allowed on this item.

3.) Curb work was also done by a specially hired crew, and took place on 26 days, April 16 to May 11. Six of these days are covered in the paragraph above and should be deducted from the total, leaving 20 days to be considered. Work progress on adjacent areas was impaired and I recommend $\frac{1}{2} \times 20 = 10$ days be allowed for the original work on this item. A curved portion of the curb was subsequently found to be unsatisfactory and was ordered to be replaced, the order being issued on June 22, the date of the final inspection of the project and 42 days after completion of the work. I recommend the entire 42 days be allowed for this, making a total of 52 days allowable for the curb work.

4.) Plans for the electrical revision were given to the contractor on Feb. 1, and a price quotation received and tentatively approved by March 16. Electrical work took place between April 5 and June 10, a period of 66 days, 26 of which are given $\frac{1}{2}$ credit above. The extra work was undiscernable from the contract work due to the nature of the change. Since refiguring and procurement of materials was involved, I recommend a maximum of two weeks, or 12 days, be allowed for this item.

5.) Fill material (borrow excavation) quantities overran the bid quantity by 39.5% and was documented by PA #4. The added quantity was placed between March 24 and April 13, a period of 21 days. Sidewalk construction and other items continued through the period, ~~and~~ with perhaps some adjustment of scheduling required. The time period also overlaps the electrical work mentioned above by 9 days. For the above reasons I recommend that no more than 1/3 X 21 = 7 days be allowed on this item.

6.) Plastic drain lines were required to convey water, from existing weep holes in the curbs, under the sidewalks installed under this contract. The work was spread over about a week in mid-April, but involved only about 1 days work. I therefore recommend that no more than one day be allowed on this item.

7.) Extension of the irrigation system involved three days, May 6 to May 8, during which the entire crew was utilized in this work. I recommend the entire period (3 days) be allowed on this item.

SUMMARY

Item	Claim	Recommend
1.) Extra handling of fill		3
2.) Catch inlet and culvert		3
3.) Curb		52
4.) Electrical revision		12
5.) Fill overrun		7
6.) Weep hole drains		1
7.) Irrigation extension		3
	47	81

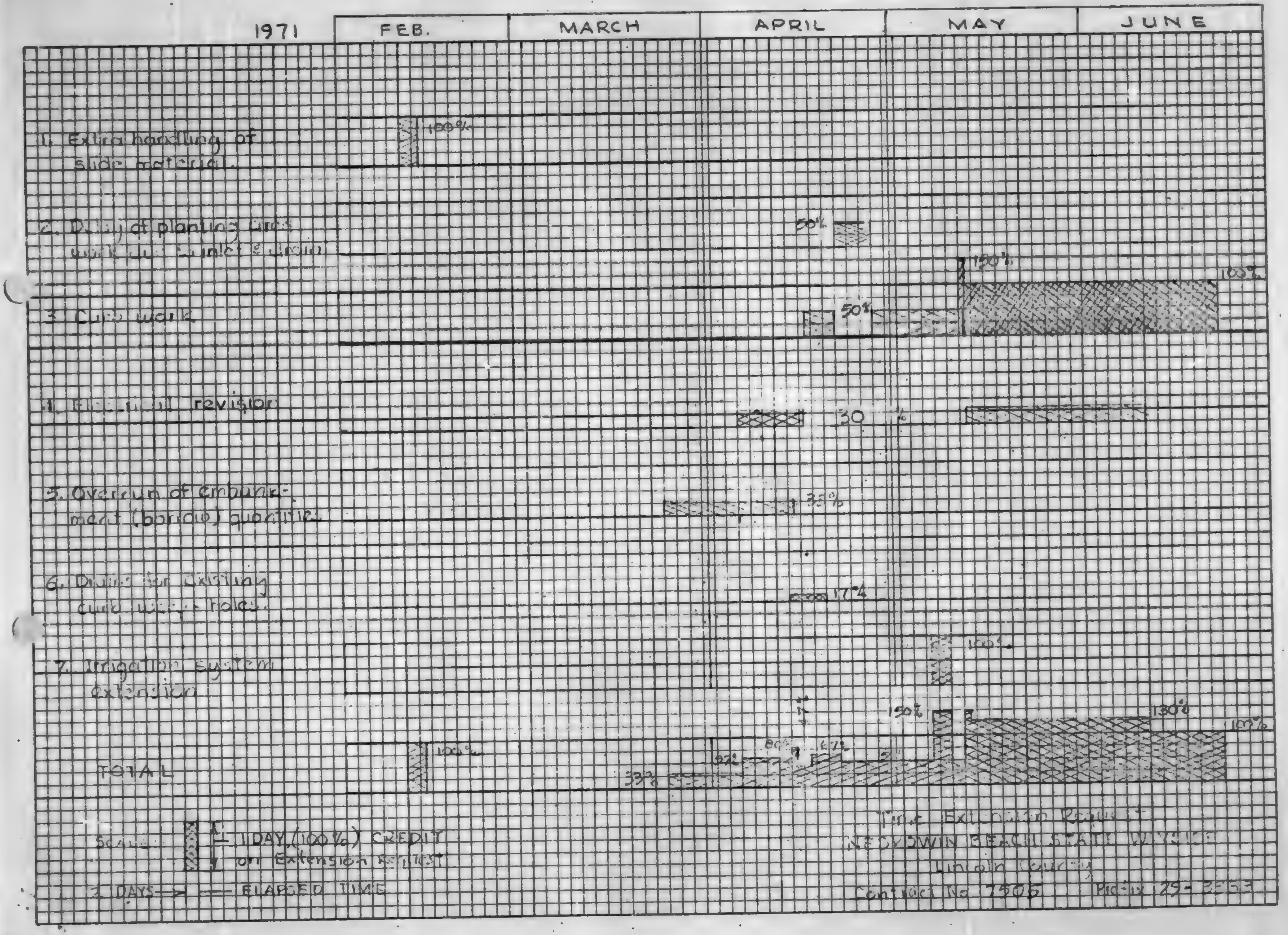
In view of the above analysis I recommend the contractor be allowed 47 additional days in which to complete the contract without penalty, thus eliminating all liquidated damages.

H. H. Patterson

H. H. Patterson
Resident Engineer

BRUNING 700-10
10 X 10 TO THE INCH

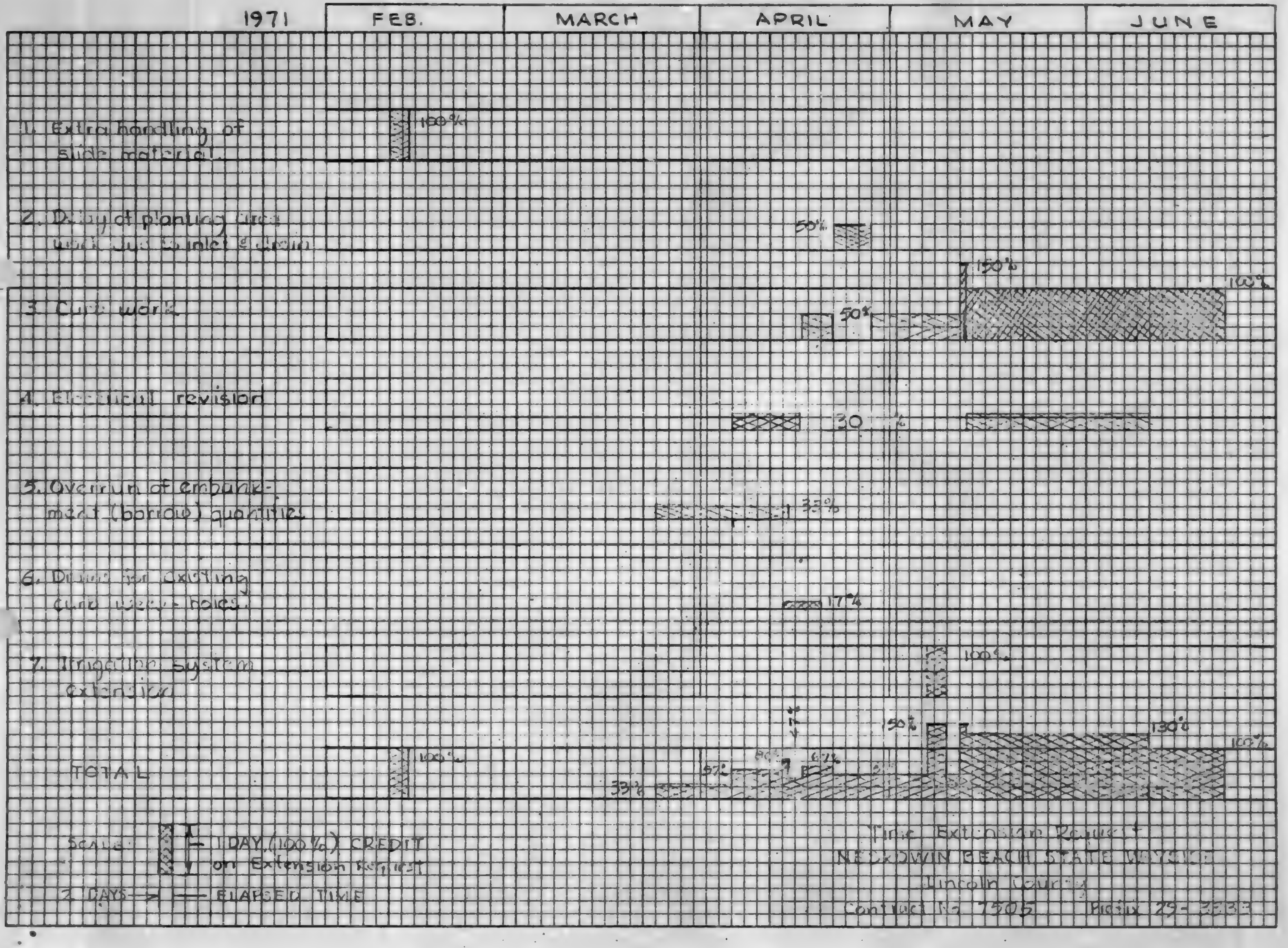
CHARLES BRUNING COMPANY, Inc.
MADE IN U. S. A.



Time Extension Request
NESKOWIN BEACH STATE WAYSIDE
Lincoln County
Contract No 7505 Prefix 29-[illegible]

BRUNING 700-10
10 X 10 TO THE INCH

CHARLES BRUNING COMPANY, Inc.
MADE IN U. S. A.



Time Extension Request
NESKOWIN BEACH STATE WAYSIDE
Lincoln County
Contract No 7505 [illegible] 29-3333

WAYNE HARRIS CO., INC. *Engineers and Surveyors* *Foresters* *Nurseries* *Landscape Construction*

P. O. BOX 566 — S. E. 17TH & COURT PLACE
PENDLETON, OREGON 97801

TELEPHONE 276-7642

NOVEMBER 24, 1971

H. H. PATTERSON
RESIDENT ENGINEER
P.O. BOX 37
NEWPORT, OREGON 97365

RE: NESKOWIN BEACH
STATE WAYSIDE
CONTRACT NO. 7505

DEAR SIR:

PLEASE NOTE THAT WE HAD SIX CHANGE WORK ORDERS, ENUMERATED BELOW, WHICH CAUSED US TO REQUIRE A GREATER TIME FOR COMPLETION OF THIS JOB, THAN WAS ORIGINALLY SCHEDULED IN THE CONTRACT.

1. IT WAS NECESSARY FOR US TO CHANGE OUR SCHEDULE OF HANDLING FILL MATERIAL THAN WAS ORIGINALLY COUNTED UPON. WE WERE UNABLE TO HANDLE THIS MATERIAL UNDER OUR ORIGINAL SCHEDULED METHOD.

2. INSTALL A CATCH BASIN AND EXTRA DRAIN LINES NOT ORIGINALLY SCHEDULED.

3. ADDITIONAL CURBING WAS REQUIRED. WE CONTRACTED THIS BY THE FOOT WITH A LOCAL MAN. APPARANTLY THE FORMING WAS INADEQUATE BECAUSE A PORTION OF THE CURBING WAS REJECTED. HOWEVER WE FEEL THAT THE FORMS SHOULD HAVE BEEN REJECTED; WE ALSO FEEL THAT THE DEFECTIVE CURBING SHOULD HAVE BEEN REJECTED IMMEDIATELY; BECAUSE BY THE TIME I FOUND OUT ABOUT THE REJECTION APPROXIMATELY TWO WEEKS HAD ELAPSED.
WE WERE THEN UNABLE TO GET THE CONCRETE MAN TO RETURN. WE THEN REFINISHED THIS WORK OURSELVES, WHEN WE WERE UNABLE TO FIND OTHER CONCRETE PEOPLE.

4. IT WAS NECESSARY FOR US TO DESIGN AND INSTALL A DIFFERENT ELECTRICAL INSTALLATION. THERE WAS A DELAY IN OBTAINING AND INSTALLING THE NEW EQUIPMENT.

5. A GREATER QUANTITY OF FILL MATERIAL WAS REQUIRED THAN WAS SHOWN ON THE ORIGINAL PLANS.
WE RAN INTO SOME DIFFICULTY IN FINDING AND PURCHASING THE ADDITIONAL FILL MATERIAL.

H. H. PATTERSON

6. IT WAS DETERMINED THAT THE EXISTING DRAINAGE OF THE PARKING AREA WAS INADEQUATE. CONSEQUENTLY, WE INSTALLED EXTRA DRAINAGE AND WEEP HOLES THROUGH EXISTING CURBING.

7. DESIGNED COVERAGE OF THE SPRINKLER SYSTEM WAS ALSO FOUND TO BE INADEQUATE. WE THEN HAD TO DESIGN AND INSTALL ADDITIONAL COVERAGE.

WE THANK YOU FOR YOUR CONSIDERATION IN THIS SITUATION.

SINCERELY YOURS,

WAYNE O. HARRIS

WH:VA

RECEIVED
NOV 30 1971
OFFICE
RESIDENT E
NEWPORT, O

RECEIVED
MAR 2 - 1972

FOR FILING

7505

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
J. B. Boyd

DATE March 2, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 1

Wayne O. Harris and Associates, contractor on the Neskowin Beach State Wayside Section, Contract No. 7505 in Tillamook County, has requested a 47-day extension of the contract time because of added work and quantity overruns. The contract was awarded in November 1970, with a specified completion date of June 30, 1971. The project was completed August 16, 1971, with 47 days liquidated damages accrued at $50 per day for $2,350.

The project included an irrigation system and landscape planting work anticipating a spring planting. This objective was met. When the time expired June 30, the project was 97 percent complete, but the contractor had actually already performed more than the original contract money amount due to the added items. Six Price Agreements increased the original contract amount to over 13 percent. These were associated with relatively minor changes in curbs, drainage, electrical layout and irrigation system to make the improvements on this project compatible with a building project let subsequently under a separate contract.

I recommend a 47-day extension of time which will delete all liquidated damages. This was a State project.

This matter will be on the agenda for your consideration at the April 4 meeting.

JAB:fw 1a

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7505 Contractor Wayne O. Harris and Associates

Highway ------

Section Neskowin Beach State Wayside

Kind of Work Landscape Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Numerous change orders slowed the contractor's efforts by at least the 47 days requested. [redacted] [redacted] (Six Price Agreements).

Recommended for Approval:

Reg Const ~~Division~~ Engineer

for Construction Engineer or

Asst. State Highway Engineer

Contract No.	7505
Project designation (State-Federal)	State
Date awarded	November 2, 1970
Work started	Bebruary 9, 1971
Per cent completed (Date)	100 @ August 16, 71
No. of Workdays Allowed	To June 30, 71
No. of Workdays Used	To Aug 16, 1971
No. of Added Workdays Requested	47

SP-8286-734

E-320 (Rev.)—5M—6-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date NOVEMBER 24, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 287 days, within which to complete our Contract No. 7505, without the assessment of liquidated damages. The said contract is described as follows: LANDSCAPE IMPROVEMENT AT NESKOWIN BEACH STATE WAYSIDE.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: SEE ATTACHED SHEET.

Respectfully submitted,

WAYNE O. HARRIS
Contractor

By Wayne O Harris

CONSENT OF SURETY

Date December 2, 1971

We, St. Paul Fire and Marine Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement

Philip R Meaney
Attorney-in-fact Phillip R. Meaney

Victor O. Rickey Co.

by Philip R Meaney
Resident Agent Phillip R. Meaney

(SEAL)

RECEIVED
MAR 2 4 1972

FOR FILING

7505

March 1, 1972

St. Paul Fire and Marine Ins. Co.
1590 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On January 26, 1972, we notified you of the final payment on Contract No. 7505 awarded to Wayne O. Harris and Associates for landscape improvement in Neskowin Beach State Wayside in Tillamook County.

This amount has been revised to $5.65 and the revised total contract amount is $25,868.15.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. V. Reed, Assistant Secretary

fhm
cc Wayne O. Harris and Associates
704 S. E. 3rd St.
Pendleton, Oregon 97801

Frank Morgan
Walt Hart
V. E. Sheeg
Attn: John Kerr
J. E. Boyd

29-3333 C
7505

FORM E-1 (REV. 10-69)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Neskowin Beach State Wayside
WEEK ENDING: 4 Feb 72
SECTION PREFIX: 29-3333
HIGHWAY: – – –
COUNTY: Tillamook
NAME OF JOB: Neskowin Landscape
KIND OF WORK: Landscape Improvement
CONTRACTOR: Wayne O. Harris & Associates
CONTRACT NUMBER: 7505
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 2 Nov 70
DATE WORK STARTED: 9 Feb 71
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 120
PROJECT AUTHORIZATION: $ 36,913.54
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 30,613.54
ENGINEERING AUTHORIZATION: $ 6,300.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.2
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 28,740.18 *
ENGINEERING COST TO DATE: $ 9,124.
DATE PROJECT WAS COMPLETED: 16 Aug 71
ESTIMATED PERCENT: XXXXX UNDERRUN * 3.8 %
PERCENT OF AUTHORIZATION: 145 %
S-F Est Sub. 1 Dec 71
P-F Est Sub 4 Feb 72

* Does NOT include Liquidated Damages—$2,350.00

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-AM Snow-PM			
MONDAY	Snow Flurries			
TUESDAY	Clear-Cold			
WEDNESDAY	Clear-Cold			
THURSDAY	Clear			
FRIDAY	Lt. Rain			
SATURDAY				

Routing
Keasey
Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

RECEIVED
FEB 8 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

30 Jan 72 SUNDAY	
31 MONDAY	
1 Feb 72 TUESDAY	
2 WEDNESDAY	
3 THURSDAY	
4 FRIDAY	
5 SATURDAY	

REMARKS

Post-final estimate submitted to Salem 4 Feb 72.

This will be the Final Weekly Report.

SIGNED H. H. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

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DEC 21 1971
FOR FILING

29-3333
7505

December 17, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 16, 1971, on Contract No. 7308. The contract was with Wayne O. Harris and Associates, and was for landscape improvement on the Neskowin Beach State Wayside Section in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 17, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
J. B. Boyd

RECEIVED
JUL 14 1971

FOR FILING

27-3333
7505

July 14, 1971

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 7505, the Neskowin Beach State Wayside landscape improvement project in Tillamook County, is anticipated. Wayne O. Harris and Associates of Pendleton is the contractor. This is a State project for which the original authorization was $30,092.50. The present anticipated cost is $36,913.54, for an overrun of $6,821.04 or 23 percent.

The major reasons for this overrun are additional work added to the contract to accommodate future building construction and engineering costs. This project was let prior to the construction of the proposed building and considerable modifications of the irrigation, sanitary sewer, and electrical systems were required for the building. Necessary inspection on low-production-volume type of work plus required engineering on the additional work are the main reasons the engineering costs overran the original authorization.

This request for an additional authorization will be on the agenda for the July 27 meeting and your approval is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. Z. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
J. B. Boyd

JAB:DES:fw fn

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1971

SUBJECT: Overrun of Project Authorization
Neskowin Beach State Wayside
Contract No. 7505

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

A. E. JOHNSON

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for landscape improvement is under contract to Wayne O. Harris and Associates of Pendleton. The original authorization was $30,092.50. The present anticipated cost is $36,913.54, indicating an overrun of $6,821.04 or 23 percent.

The basic reason for the overrun is changes added to the contract to accommodate future building construction. This landscaping contract was let before the building contract had reached final design. Changes in the irrigation system, sanitary sewer and electrical system were required to accommodate the proposed building. This work, which was added to the contract by Price Agreements, amounted to over $3,600. The engineering on this project overran by more than $3,600 due to the above-mentioned changes, distance from Engineer's office (Newport), and the excessive inspection required to comply with the contract specifications on a wide variety of low volume work. There are 29 bid items so the average money value per item is less than $900.

It is recommended that the project authorization be increased by $6,821.04. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Enc.
cc V. L. Gallagher

RECEIVED
JUL 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2 - 1971
FOR FILING

29-3333
7505

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 25, 1971

To: MEMO TO THE FILE

SUBJECT: Neskowin Landscape
Project Inspection

At an inspection of the Neskowin landscape contract on June 22, the following action was taken: the fountain was rejected because of poor workmanship; a section of curb was rejected for poor workmanship; some of the plant materials were not surviving and needed replacing prior to beginning an establishment period; and weeds within the beds were bad.

The job was not acceptable.

Larry Jacobson
Parks Planning Supervisor

LJ:aw

Form E-372 (Rev. 10-66)

34-3533
7505

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Neskowin Beach State Wayside Date 15 Jun 71

Highway - - - - Contract No. 7505

County Tillamook Kind of Work Landscape Improvement Contractor Wayne O. Harris & Assoc.

	Authorized	Estimated
Contract Amount	25,681.66	26,415.03
Anticipated Items	600.00	521.40
Contingency (4½%)	1,182.67	3,677.11
Engineering	2,628.17	6,300.00
Credits		
PROJECT COST	30,092.50	36,913.54
	NET INCREASE $	6,821.04 = 23%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)			Expected Amount	Net Change
BI 2	(C)	Borrow Exc.	2,650.60	+ 750.60
PA#1	(U)	Rehandle Fill Material	228.00	
PA #2	(U)	Trench Exc.	153.75	
		Sewer Line	241.23	
		Inlet, Type G	260.00	
		6-inch Drain Pipe	176.40	
		Concrete Curbs	667.00	+ 3,671.11
PA #3	(U)=	Electrical Revision	1,611.00	
PA #4	(U)	Additional Borrow Exc. (Paid under bid item 2)	-	
PA #5	(U)	Styrene Pipe Drains	256.23	
PA #6	(U)	Manual Control Valve	47.00	
		Extra Labor	36.50	

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 7-27-71

Principal reasons for overruns (Continue on reverse side): About half was due to unanticipated additional work; the other half was engineering, occasioned both by the additional work and by excessive inspection required to ensure compliance with specifications.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______ Resident Engineer

Noted by ______ Construction or Bridge Engineer

Confirmed by ______ Division Engineer

Noted by for A. E. Johnson Deputy or Assistant State Highway Engineer

SP*23760-734

RECEIVED
NOV 20 1970
FOR FIELD

27-3333
1505

November 20, 1970

Wayne G. Harris & Associates
704 S. E. 3rd Street
Pendleton, Oregon 97801

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7335 for landscape
improvement at Manhattan Beach
State Wayside in Tillamook
County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1520 N. E. Irving Street
Portland, Oregon 97232

bc F. B. Morgan
I. D. Merchant
R. D. Asbury
H. H. Patterson
David Talbot
Roy Olsen

RECEIVED
NOV 12 1970
FOR FILM

29-3333
7565

November 10, 1970

Wayne O. Harris & Associates
704 S. E. 3rd Street
Pendleton, Oregon 97801

Gentlemen:

Enclosed are three copies of Contract No. 7505 for $25,681.66 awarded to you by the State Highway Commission on November 2, 1970, for landscape improvement in Neskowin Beach State Wayside in Tillamook County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl
Enclosures

bc F. D. Morgan
I. D. Merchant
R. D. Asburry
W. H. Patterson
David Talbot
Roy Olson

RECEIVED
NOV 5 - 1970
FOR FILING

29-3333
7505

November 4, 1970

Mr. Wayne G. Harris
P. O. Box 966
Pendleton, Oregon 97801

Dear Mr. Harris:

The State Highway Commission on November 2, 1970, awarded to you State Highway Contract No. 7505 in the amount of $[illegible] for work on the Neskowin Beach State Wayside in Tillamook County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
bc
Frank Morgan
I. D. Merchant
David Talbot
Ray Olsen
R. D. Asbury
N. H. Patterson
Wm. Geibel (6417)

RECEIVED
OCT 5 - 1970

FOR FILING

29-3333
7505

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 11, 1970

To: Mr. Roy Olson
Landscape Engineer
East Salem Highway Bldg.
Salem, Oregon 97301

SUBJECT: Screen Fence
Neskowin Beach Wayside

Enclosed is a memo to Talbot from Hunter, requesting that a screen fence be included with the landscape contract for Neskowin Beach Wayside. Also enclosed is a set of plans for this fence, along with an aerial photograph which shows approximate location.

If you have any questions regarding this fence, please let me know.

Yours very truly,

David G. Talbot
State Parks Superintendent

By LBJ alw.
Larry Jacobson
Parks Planning Supervisor

DGT:LJ:av

Enclosures

NOTED
LLOYD P. SHAW

RECEIVED
OCT 5 - 1970
FOR FILING

29-3333
7505

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

September 11, 1970

To: Mr. Roy Olson
Landscape Engineer
East Salem Highway Bldg.
Salem, Oregon 97301

SUBJECT: Screen Fence
Neskowin Beach Wayside

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If you have any questions regarding this fence, please let me know.

Yours very truly,

David G. Talbot
State Parks Superintendent

By LBJ alw.
Larry Jacobson
Parks Planning Supervisor

DGT:LJ:aw

Enclosures

NOTED
LLOYD P. SHAW

T-5007(3) N.W. Circle Blvd.-N.W. Spruce 1970
Ave. (Corvallis) on 9th St.
#7506 (Grad., paving & traf. sig.)

Cl A 3963

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 111922

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-15-73	CC-1359		2-0601-299

City of Corvallis
City Hall
Corvallis, Oregon 97330

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Mr. C. Dean Smith, Manager			
Final billing: TOPICS PROJECT T-5007-(3)			
NW Circle Blvd. NW Spruce Ave. Section			
NW 9th Street			
Contract # 7506			
Covered by agreement dated 6-11-70			
Advance Deposit		11,900.00	
Amount previously transferred		8,900.00	
Balance Advance Deposit			3,000.00
Costs per attached sheet		9,520.06	
Less amount previously transferred		8,900.00	620.06
To be refunded			$ 2,379.94

RECEIVED
COUNTY & CITY SECTION
JUN 19 1973
☑ ENGR. ☑ COOR. ☑ DE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

[illegible] $

B[illegible]

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-48)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Corvallis
City Hall
Corvallis, Oregon 97330

Attention of Mr. C. Dean Smith, Manager

Request No. (assigned by staff engineer or head of division) cc-1359

Date June 11, 1973

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS PROJECT T-5007(3)
NW Circle Blvd.-NW Spruce Avenue Section
NW 9th Street
Contract #7506

Covered by Agreement dated 6/11/70

Itemized Statement: Advance Deposit 11,900.00

Quantity	Unit	Description	Unit Price	Amount
		Costs as per Attached Sheet		9,520.06
		To Be Refunded To City		2,379.94
		(Advance Deposit File #500703)		

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 11,900

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 8,900

Give the number of the last previous request in connection with this same service. cc 1321

Credit distribution: 2-0601-299

Submitted by: RICHARD BLADORN

Approved:
Division Engineer

Approved: HdCop by RS
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff ngineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division ffice and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the ccounting Division.

PROJECT COST SUMMARY

TOPICS Project T-5007(3)
NW Circle Blvd.-NW Spruce Avenue Section
NW 9th Street
City of Corvallis
Contract #7566

Preliminary Engineering		$ 2,908.84
Payments to Contractor		44,306.23
Construction Engineering		4,625.85
	TOTAL PROJECT COST	$51,840.92
Federal Funds Collected		$32,950.09
		$18,890.83
Non-participating (Federal Aid) Items:		
Preliminary Engineering	4.30	
Construction Engineering	144.99	
		149.29
Amount to be shared equally by City & State		$18,741.54
City share per agreement dated 6/11/70:		
50% of $18,741.54	9,370.77	
100% of non-participating items	149.29	
		9,520.06
City's Advance Deposit		11,900.00
BALANCE TO BE REFUNDED TO CITY		$ 2,379.94

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date
F-102 (13)	7467	33-1003	Gap-Lynch Grade Summit	1,176,227.63	3/28/7-
F-318 (12)	7531	26-1038	Vista Ridge Tunnel	41,845.29	
I-80N-2(42)39	7545	614-1070	Multnomah Co. Line-E. Cascade Locks	112,309.03	
I-80N-3(61)71	7654	633-1004	Memaloose Safety Rest Area	6,668.35	
T-5007(1) -	7553	2-0603	N.W. Walnut Blvd - N.W. Taft Ave	36,190.94	
T-5023(2)	—	23-0602	SW 3rd Ave - SW 5th Ave	2,156.43	
SU 476(4)	7487	518-1018	Esplanade St - Fort Klamath Jct	264,250.43	5-11-7-
S 574(1)	7365	530-1011	Walla Walla River (Joe West) Bridge	52,659.85	
I-5-2(65)100	7559	610-1034	Canyonville Interchange	33,390.56	
I-5-4(66)206	7272	622-1033	Oak Grove Safety Rest Area	513,450.13	
I-5-5(49) 284	7502	634-1048	E. Portland Freeway - Hubbard Inter.	134,577.08	
I 205-7(16) 294	7508	603-1014	S. West Linn - Tualatin River	182,603.12	
I-205-7(19) 290	7468	634-1047	Tualatin River - Pacific Hwy	286,939.62	
I-405-8(26) 302	7500	626-1031	SW Hall - SW Alder	86,796.50	
T 5007(3) -	7506	2-0601	N W Circle - NW Spruce Ave CORVALLIS	32,950.09	
T 5025 (11)	—	3-0604	Pearl St & Warner-Milne Rd	1,508.38	
ERFO 224(1)	—	21-4718	Cascade Head Slide	40,183.27	
I-5-1(15)	—	615-2506	12th - N. Ashland Interchange	1,301,372.72	6/7/73
I-5-1(26)	—	615-2508	N Ashland Inter. - S Ashland Inter	551,026.21	
HPR 1 (7)	—	Various	—	1,232,296.28	
HPR 1 (8)	—	✓	—	1,393,849.05	

RECEIVED
COUNTY & CITY SECTION
JUN 11 1973
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UN	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	N.W. CIRCLE BLVD.-N.W. SPRUCE AVE. (CORVALLIS) SECTION					
	BENTON COUNTY					
	Type Code P.E.					
	Preliminary Engineering	All	Required		$ 2,908.84	
	Total Preliminary Engineering				$ 2,908.84	
	Construction					
	Type Code 6203					
	Roadway (Sta. 5+00 to Sta. 13+00) (Contract No. 7506)					
	Final Contract Payment Summary	Lump	Sum		$47,956.23	
	Total Construction Cost				$47,956.23	
	Construction Engineering					
	State	All	Required		$ 4,625.85	
	Liquidated Damages					
	Final Contract Payment Summary	Lump	Sum		$(3,650.00)	
	Total Participating Cost				$51,840.92	
	Nonparticipating Items					
	Preliminary Engineering	All	Required		$ 4.30	
	Construction Engineering	All	Required		144.99	
	Total Nonparticipating Cost				$ 149.29	
	Total Cost				$51,990.21	
	AMOUNT CARRIED FORWARD......					

(6-71)

GPO

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-180 (3-66)

HIGHWAY DEPARTMENT INVOICE

NO. 110082

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1321		2-0601-299

City of Corvallis
City Hall
Corvallis, Oregon 97330

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Anthony Greh, Public Works Dir.			
Advance Deposit			$ 11,900.00
Partial transfer of advance deposit for construction of the NW Circle Blvd.- N.W. Spruce Ave. Section of N.W. 9th St. TOPICS Project. Contract # 7506			
Covered by agreement dated 6-11-70			$ 8,900.00
to be retained			$ 3,000.00

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ NPE ☑ CE ☐ RE ☐ NPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ____________

By ____________

OREGON STATE HIGHWAY DIVISION

Form A-181—(7-[illegible])
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF CORVALLIS
CITY HALL
CORVALLIS, OREGON 97330

Attention of Anthony Groh, Public Works Director

Request No. (assigned by staff engineer or head of division) cc 1321

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5007(3)

Itemized Statement:

Advance Deposit $11,900

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the N.W. Circle Blvd.-N.W. Spruce Avenue Section of N.W. 9th St. TOPICS Project. Contract #7506.		
		Covered by agreement dated 6/11/70.		8,900.
		TO BE RETAINED		$ 3,000

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 2-0601-299
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 11,900	Submitted by: RICHARD BLADORN Richard Bladorn
Is this a partial or final request for billing? Partial	Approved: Division Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	Approved: Department Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
COUNTY & CITY SECTION
SEP 19 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ OE ☐ RE ☐ RPE ☐

TOPICS PROJECT EVALUATION REPORT

September 15, 1972

Location: N.W. 9th Street & Circle Blvd.

Channelization and Traffic Signal Upgrading:

Purpose of Project:

Circle Blvd. provides the only connection to Highway 99 West, north of the Central Business District.

The intersection of 9th & Circle Blvd. has seen major shopping center development between 1967 and 1969. On the southeast corner, a Bi-Mart store was constructed in 1967 with a floor area of approximately 65,000 square feet. On the southwest corner a new Pay Less store was constructed in 1969, having a floor area of approximately 75,000 square feet. Additional smaller stores and businesses are located in the vicinity, and particularly on N.W. 9th Street.

On the west side of N.W. 9th Street, from Circle Blvd. to the south (extending to the middle of the next block), an additional traffic lane is needed to be constructed. This additional lane would provide a continuous left turn lane providing access to the numerous driveways which serve the businesses on N.W. 9th Street.

A standard 2-phase, pre-timed traffic signal was installed in this intersection in 1966. The project proposes that we install a traffic actuated signal which would provide separate left turn movements on 9th Street.

Project Completion and Evaluation:

The traffic signal was activated on August 26, 1971, and all striping was completed on August 27, 1971. A 5-phase, fully actuated controller was installed with loop detectors on each approach to the intersection.

The traffic engineering section of the city normally studies each major intersection annually or as needed, through the usage of turning movement counts. The most recent turning movement count taken at the intersection was done in March of 1972, which revealed an overall increase of 26% of the total number of vehicles entering the intersection. Traffic volumes south of Circle Blvd. on 9th Street have not changed significantly, but have changed appreciably north of Circle Blvd. on 9th Street. The increase in traffic volume north of Circle Blvd. can be attributed to the construction and operation of five new businesses and new home construction in the northwest area. Traffic volumes on Circle Blvd. east and west of 9th Street have shown a slight increase. Demand for certain turning movements at the intersection have changed very significantly, comparing the turning movement count taken in March 1972, to a turning movement taken in September of 1970. For example: a 42% increase of southbound traffic on 9th Street, north of Circle Blvd., a 172% increase in demand of southbound traffic on 9th Street, (north of Circle), making a right turn (westbound) onto Circle Blvd., and 14% decrease in left-turn demand for southbound vehicles (north of Circle Blvd.) to proceed east on Circle Blvd.

The traffic accident statistics have shown a marked decrease, even though the intersection has experienced ever-increasing traffic volumes. The intersection accident record for a year just prior to the start of construction (May of 1970 to May of 1971) showed that we had a total of eight (8) accidents at this intersection. The section of 9th Street between Circle Blvd. and Spruce Avenue to the south, revealed four (4) traffic accidents in the same one-year period of May 1970 to May 1971. The past 12-month period from September of 1971 to September of 1972, shows a 38% reduction in traffic accidents at the intersection, and a 25% reduction in accidents between Circle Blvd. and Spruce Avenue.

The widening on the west side of 9th Street south of Circle Blvd. has been very beneficial, in that it has provided an additional lane for the continuous left-turn movement from Circle Blvd. on the north to just south of Spruce Avenue. This continuous left-turn lane has proven to be effective and well understood by the Corvallis driver, and it is the first such device of its kind within the city limits. The continuous left-turn lane serves twelve driveways throughout the length of the improvement project.

The "Traffic Operations Program to Increase Capacity and Safety" at the intersection of 9th Street and Circle Blvd. has proved to be very effective. Measurements of the effectiveness of this improvement project have been presented in the text above, even though we have experienced ever-increasing traffic volumes. The installation of the traffic actuated traffic signal has been able to meet the fluctuations in turning movements, increased traffic volumes, and has increased the capacity of the intersection through the addition of the separate left-turn lane. We feel that this TOPICS improvement project has been very beneficial to the city of Corvallis and it is certainly a project that any average city would be unable to undertake without the federal and state funds that have been provided. The intersection of 9th Street and Circle Blvd. will continue to experience increased traffic volumes as commercial businesses develop along 9th Street, and residential home construction continues in the northwest. The increased traffic volumes on 9th Street, north of Circle Blvd. as described in the text above, may necessitate the widening on the west side of 9th Street between Circle Blvd., and Sycamore Avenue, providing an additional traffic lane for this increased southbound movement.

In summary, the city is well-pleased with this TOPICS project that has been operational for a little over a year, and we look forward to deriving future benefits through improvement projects of this type.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 6, 1972

In reply refer to: 10-35-FA/406.14

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Evaluation of TOPICS Projects

In an effort to assemble data for the preparation of the annual report on TOPICS projects as required by Section 135(d), Title 23, USC, our Washington office has requested an evaluation of the effectiveness of the following projects:

Completed.

T-5010(1) Pacific Highway at Roosevelt Blvd., Eugene } 9-14-71
T-5010(2) Pacific Highway at Prairie Road, Eugene }
T-5010(3) Mohawk Road to "I" Street, Springfield - 6-8-72
T-5025(1) SE 67th Ave.-SE 92nd Ave., Portland - 10-5-71

Mr. Guenther Lerch mentioned the need for this information during his recent visit. These evaluations should be designed to furnish quantitative data which will show the benefits of each improvement. If the primary objective of a project is to enhance the safety of a location the evaluation should document the effects of the improvement on both accident frequency and accident severity. On those projects designed to relieve traffic operational deficiencies in addition to the elimination of safety hazards, the evaluation should also include quantitative data on the reduction of vehicular delay and travel times. Good "before" and "after" photographs which clearly illustrate the total scope of the project should also be included.

The above list of projects are intended only as a suggestion. If more complete data is available for other projects, it should be submitted also.

RECEIVED
COUNTY & CITY SECTION
SEP 8 - 1972
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ E
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

NO
R. L. SCHROEDER

RECEIVED
SEP 8 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
SEP 7 '72
REFER TO
FOR
Info

gte

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

STATE COPY

2-8.72

cc: OSHD (Johnson)
Region Wash DC
Area Engr Schultz

FINAL ACCEPTANCE REPORT
(FPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10 7506	REPORT NO. 6	COUNTY Benton	DIVISION Oregon
DATE OF REPORT 8 Feb 72	REPORT MADE BY T.P. Lowe, Asst Engr Coord		PROJECT NO. T-5007(3)
COMPLETION DATE 9-24-71	ACCEPTANCE DATE BY CONTRACT AGENCY October 26, 1971	TIME ELAPSED 137 %	CONTRACT TIME 200 days
APPROVED EXTENSIONS None	LOCATION NW 9th St. at NW Circle Blvd, City of Corvallis		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

Budget cy Constr 2.2.72

NW CIRCLE BOULEVARD-NW SPRUCE AVENUE (CORVALLIS) SECTION
NW 9th STREET
Grading, Paving and Signals

The project included grading, paving, driveways, curbs and drainage necessary to widen 9th Street. Signals and illumination were installed at the intersection of NW 9th Street and NW Circle Blvd.

The project ran 73 days over the original contract time. No time extensions were approved. Thus the assessed liquidated damages were $3650.

The final contract price was $44,306.23 (underrun of 11%).

NOTED
F. B. KLABOE

There were no major overruns or underruns.

NOTED
A. E. JOHNSON

RECEIVED
FEB 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FEB 25 1972
REGIONAL OFFICE

3-1-72
REFERRED TO
Johnson - Young
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE T. P. Lowe		SIGNATURE R. E. Simpson	
TITLE Asst Engineer Coord.	DATE 2-8-72	TITLE Division Engineer	DATE 2-9-72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
FEB 16 1972

FOR FILING

T-5007(3)
7506

#4

January 13, 1972

Corvallis Sand & Gravel Company
P. O. Box 987
Corvallis, Oregon 97330

Gentlemen:

The State Highway Commission at its meeting on January 11, 1972, considered your request for a 38-day extension of time on Contract No. 7506 for work on the N.W. Circle Boulevard-N.W. Spruce Avenue Project in Corvallis, Benton County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
V. E. Skoog
J. B. Boyd
L. L. MacIntyre
Federal Highway Administration

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7506 Contractor Corvallis Sand and Gravel

Highway NW Ninth Street

Section NW Circle Blvd - NW Spruce Ave (Corvallis)

Kind of Work Grading, Paving, Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend denial. Delays in acquiring materials has not been recognized as valid under the specifications.

Recommended for Approval:

Division Engineer

for Construction Engineer ~~or Bridge Engineer~~

Klabe
asst. State Highway Engineer

Contract No. 7506

Project designation T-5007 (1)
State, Federal

Date awarded December 11, 1970

Work started April 7, 1971

Per cent completed 100%-9-24-71

No. of ~~Workdays~~ Calendar Days Allowed 200

No. of ~~Workdays~~ Calendar Days Used 273

No. of Added ~~Workdays~~ Calendar Days Requested 52

SP[illegible]

H-330 (Rev.)—836—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 30, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 252 days, within which to complete our Contract No. 7506, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Refer to accompanying letter.

Respectfully submitted,

CORVALLIS SAND & GRAVEL CO.

By R. D. Craig
R. D. Craig, Construction Manager

CONSENT OF SURETY

Date October 4, 1971

We, United Pacific Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ben Bates Attorney-in-fact

(SEAL)

Bates & Bates Inc. Resident Agent

RECEIVED
JAN 5 - 1972
FOR FILING

I-5007(3)

7506

January 3, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 4
January 11, 1972 Meeting

Corvallis Sand and Gravel Company, contractor on the N. W. Circle Boulevard-N. W. Spruce Avenue grading, paving, and signal project in Corvallis, Contract No. 7506, has requested a 52-day extension of the contract time. Bids on this project were opened December 3, 1970, and the day count started December 26, with 200 calendar days allowed under the contract. This time expired July 13, 1971, but the project was not complete until September 24, so 73 days liquidated damages have been assessed at $50 per day for a total amount of $3,650. The contractor's only reason for requesting the extension is the delay encountered in securing signal poles.

A signal installation made up almost half of the contract amount, so the poles were a key item. Although the shop drawings for the poles were approved in early February, they were not received on the project until mid-August after all other available work had been completed for several weeks.

This was a TOPICS project and we have contacted the Federal Highway Administration regarding an extension. Since the Federal Highway Administration has not concurred in the extension, we must recommend that the contractor's request be denied.

This matter will be on the agenda for your consideration at the January 11 meeting.

Very truly yours,

Tom Edwards
State Highway Engineer

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
J. B. Boyd

JAB:fw fa

ECEIVED
DEC 8 - 1971
OR FILING

T-5007(3)
7506

December 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Request for Extension of Time
N. W. Circle Boulevard-N. W. Spruce
Avenue (Corvallis) Section
Oregon Project T-5007(3)
Contract No. 7506

Corvallis Sand and Gravel Company requests a 52-day extension of time on this project. This is a TOPICS job in Corvallis with a contract amount of $49,667, of which $24,783, or 49.9 percent, is for a signal installation. The request for extension is based on the often recurring reason of late delivery of steel poles. Some pertinent dates are:

Bids opened	December 3, 1970
Contract sent	December 14, 1970
Day Count started	December 26, 1970
Work started	April 7, 1971
200 calendar days expired	July 13, 1971
Project complete	September 24, 1971

73 days liquidated damages at $50 per day = $3,650

The contractor's letter narrating the pertinent dates and his efforts to obtain the signal poles is attached. The main point here is that he anticipated an 18-week (126 days) delivery of the signal poles, but it actually took 67 days longer. The shop drawings were submitted and approved within a reasonable time. They were returned to the contractor's supplier February 5, and 18 weeks from that date would have been June 11, or within sufficient time to have completed the project by July 13 when the time allowed had elapsed.

It is not clear how the contractor has derived the 52 days in his request. We believe there is basis for a 67-day extension and ask your concurrence accordingly.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Enc.

bc R. L. Porter
Tom Edwards
F. D. Morgan
J. B. Boyd

JAB:fw je

JOHN H. GALLAGHER, JR., President
DONALD A. GALLAGHER, Sec. Treas.

CORVALLIS
SAND & GRAVEL CO.

POST OFFICE BOX 987 . . . CORVALLIS, OREGON 97330

ESTABLIS
1911

AREA CODE

TELEPHONE
753-7355

September 29, 1971
In Our 60th Year

Mr. L. L. McIntyre
Resident Construction Engineer
3700 S. W. Philomath Blvd.
Corvallis, Oregon 97330

Re: Contract No. 7506
N. W. Circle Blvd. - N. W. Spruce Ave. (Corvallis)
Grading, Paving, and Signals

Sir:

Enclosed for your information is a chronological summary of events pertinent to our request for an extension of time.

30 November 1970 Econolite advises strain pole delivery to be 18 weeks upon receipt of approved shop drawings.

12 January 1971 Letter from Union Metal advising manufacturing lead time of approximately 14 to 16 weeks on poles upon receipt of approved shop drawings.

19 January 1971 Shop drawings sent to Resident Engineer for approval by Hamilton Electric, Inc.

2 February 1971 O.S.H.D. Bridge Section approves strain pole shop drawings.

5 February 1971 O.S.H.D. Resident Engineer mailed approval of shop drawings to Hamilton Electric, Inc., with corrections.

21 June 1971 Hamilton Electric, Inc., letter informing Corvallis Sand & Gravel Company that Econolite advises shipping date on poles from Union Metal Co. to be 19 July 1971. The poles will be in Portland for one week for galvanizing.

30 June 1971 Letter from Hamilton Electric, Inc., to Econolite Inc., requesting explanation of delay in delivery of strain pole.

5 July 1971 Mr. R. D. Craig phoned Hamilton Electric requesting information on pole delivery delay and any other O.S.H.D. projects being held up by Union Metal failure to deliver pole.

7 July 1971 Hamilton Electric advised via phone conversation with Mr. R. D. Craig that Hamilton Electric was being delayed on the Albany Bridge Project by failure of Union Metal to meet delivery dates on strain poles.

26 July 1971 Hamilton Electric letter to Econolite requesting delivery dates on Union Metal strain poles.

3 August 1971 Mr. R. D. Craig received phone call from Mr. Ed Coossack, Econolite, informing him that Union Metal shipped the strain poles 26 July from Fremont, California. The poles were due to arrive in Portland 30 July. Four days would be required for galvanizing in Portland. Mr. Coossack stated that Econolite is experiencing a 75% delay on all jobs due to slow delivery of poles.

17 August 1971 Strain poles and arms arrived at Corvallis Sand and Gravel plant from Portland.

19 August 1971 Erected poles on project and resumed activity on project.

Bona fide causes affecting the delivery of the strain poles from Union Metal and beyond the control of the contractor and actually affecting the time necessary for the completion of the work, and not the result of shortage or inadequacy of labor or equipment, negligence or fault of the contractor or other deficiencies or lack of which are within the contractor's control or responsibility.

Corvallis Sand and Gravel, therefore, requests an extension of time of 52 calendar days.

Very truly yours,

CORVALLIS SAND & GRAVEL CO.

R. D. Craig
R. D. Craig
Construction Manager

RDC:bh;jh

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1971

SUBJECT: NW Circle Blvd.-NW Spruce Ave.
Contract No. 7506

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Corvallis Sand and Gravel Company requests a 52-day extension of time on this project. This is a TOPICS job in Corvallis with a contract amount of $49,667. Of this, $24,783 or 49.9 percent is for a signal installation. The request for extension is based on the often recurring reason of late delivery of steel poles. Some pertinent dates are:

Shop Dwgs Submitted 1/19/71
" " Approved 2/5/71

poles Delv. Aug 17 '71

Bids opened	December 3, 1970
Contract sent	December 14, 1970
Day count started	December 26, 1970 -
Work started	April 7, 1971 -
200 Calendar days expired	July 13, 1971 -
Project complete	September 24, 1971 -

73 days liquidated damages at $50 per day = $3,650

There are no large or late added orders. It is not apparent how the contractor derived his 52 days requested. From his own statement, he expected 18 weeks for delivery of poles after approval of shop drawings. These were returned to the contractor February 5, 1971, so 18 weeks from that would be about June 11, 1971. The poles were actually delivered August 17 or 67 day later than may have been originally anticipated.

This is a pretty clear cut case of just plain late delivery of poles that cannot be attributed to any change imposed by the State after contract. Since this is a TOPICS project, we would ordinarily have to have FHWA concurrence in any time extension. So far as I know, we have not as yet recommended an extension of time in parallel situations. How do you wish to proceed in this case.?

RECEIVED
NOV 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw

cc V. L. Gallagher

RECEIVED
NOV 4 - 1971
FOR FILING

T-5007(3)
7506

November 4, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On November 1, 1971, we wrote to you concerning release of final payment on Contract No. 7506 awarded to Corvallis Sand and Gravel Company for work on the N. W. Circle Blvd.-N. W. Spruce Avenue (Corvallis) Section on N. W. 9th Street in Benton County.

Final payment on this contract is $2,478.76 and the total contract amount is $44,306.23, including $146.81 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Corvallis Sand & Gravel Company
P. O. Box 987
Corvallis, Oregon 97330

bc Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. B. Boyd

NOV 1 - 1971

I-5007(3)
7506

October 29, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed September 24, 1971 on Contract No. 7156. The contract was with Corvallis Sand and Gravel Co. and was for grading, paving and signals on the N.W. Circle Boulevard-N.W. Spruce Avenue (Corvallis) Section in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 29, 1971, and that you concur in this procedure at the Commission meeting on November 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:dg

cc Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Skoog
E. S. Cox
J. B. Boyd

T-5007(3)
7506

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: NW CIRCLE BLVD-NW SPRUCE AVE (Corvallis)

WEEK ENDING: October 9th. 1971

SECTION PREFIX: 2-0601

HIGHWAY: Northwest 9th Street

COUNTY: Benton

NAME OF JOB: NW Circle Blvd.-NW Spruce Ave.(Corvallis)

KIND OF WORK: Grading , paving, signals

CONTRACTOR: Corvallis Sand and Gravel

CONTRACT NUMBER: 7506

FEDERAL AID PROJECT NUMBER: T-5007(3)

DATE OF CONTRACT: December 11, 1970

DATE WORK STARTED: April 7th, 1971

ESTIMATED COMPLETION DATE: Sept. 24th. 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 273

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 137

PROJECT AUTHORIZATION: $ 57,498.46

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 52,476.76

ENGINEERING AUTHORIZATION: $ 5,021.70

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 50,660

ENGINEERING COST TO DATE: $ 4,500

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

ESTIMATED PERCENT XXXXXX UNDERRUN: 4 %

PERCENT OF AUTHORIZATION: 90 %

DATE PROJECT WAS COMPLETED: Sept 24th. 1971

SEMI-FINAL ESTIMATE DELIVERED TO REGIONAL OFFICE OCTOBER 7th. 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Signals
100	100	100	100	100		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.15	0.15			0.15
MILES PARTIALLY COMPLETED	0.15	0.15			0.15
MILES COMPLETED	0.15	0.15			0.15
TOTAL ESTIMATED QUANTITIES (CONTRACT)	700 cy	230 cy			800 ton
TOTAL QUANTITIES CORRECTED TO DATE	569 cy	246 cy			[illegible] ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	569 cy	246 cy			647. ton
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			(FINAL REPORT)
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Litchfield

RECEIVED
OCT 11 1971
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity (Week ending October 9th 1971)

REMARKS

Semi Final Estimate delivered to Regional Office October 7th. 1971 .

James Butler of Traffic Section went over signal operations with Dick Nelson, Asst. Resident, and Mr. Barrows of Corvallis City Traffic Engineering Section Wednesday October 6th. 1971 to judge the efficiency of the signals as constructed.

FINAL REPORT

SIGNED L.L.Macintyre RE LOCATION CORVALLIS

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

T.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1971

SUBJECT: Circle Blvd & 9th
~~Seavy Avenue Signal~~
Corvallis Topics Project

To: L. L. MacIntyre
RESIDENT ENGINEER

Corvallis ~~City Engineer~~ Jack Barrows Jack Bilsborough called ~~Dick~~ Unrein October 6. He says that in the evening traffic peak there is a backup on Seavy Road and Circle Drive. He would appreciate our specialist reviewing the situation. If something additional is needed, he would like to have it done and charged to the contract.

Please review the matter with Bilsborough and follow up. It is understood that you are going to have Bill Zirbes retime the signal, perhaps this is all that is needed.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/hkm

cc F. D. Morgan
Bill ~~Zirbes~~
Dick Unrein

RECEIVED
COUNTY & CITY SECTION
OCT 11 1971
☑ ENGR. ☑ COOR. ☑ UE ☑ AE ☑ OE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

SP*82479-734

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OCT 27 1971
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

T-5007(3)

~~HIGHWAY BUILDING~~ • • • SALEM, OREGON • • • 97310

7506

September 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7506
Prefix 2-0601
FAP T-5007(3)

NOTED
A. E. JOHNS

Dear Sir:

All work under Contract No. 7506, N.W. Circle Boulevard-N.W. Spruce Avenue (Corvallis) Section in Benton County, was completed on September 24, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Morgan
Construction Engineer

cy to Construction
10-22-71

Federal Highway Administration
Oregon Division Office Endorsement Date 10-20-71

Conditions noted on above date:

None

for G. K. Hossner
R. E. Simpson
Division Engineer

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OCT 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

VG:fw
cc R. L. Porter
F. D. Morgan

NOTED
TOM EDWARDS

Form E-123

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FOR FILING

City of Corvallis

T-5007 (3)
7506

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4292

September 24, 1971

Mr. Richard Nelson
Oregon State Highway Department
3700 SW Philomath Blvd.
Corvallis, Oregon

Re: PD #544 - NW 9th & Circle
Contract 7506

Dear Mr. Nelson:

I concur with you that the work has been completed on the above-referenced project in accordance with terms of the contract applying thereto. I recommend acceptance of the completed project and also recommend that final payment be made to the contractor.

Very truly yours,

Jack Bilsborough
Jack Bilsborough
City Engineer

REB:pj

cc County City
Const.
Bridge
Secretary
Traffic

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DIVISION
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name NW Circle Blvd-NW Spruce Ave (Corvallis) Contract No. 7506

Highway City Street Prefix No. 2-0601

County Benton F.A. No. T-5007 (3)

Final inspection made on 9-23-71 By Gerald Wimer

in company with John Walker, L. L. MacIntyre, and Richard Nelson

RECEIVED
COUNTY & CITY SECTION
OCT - 6 1971
☐ ~~ENGR.~~ ☑ C.O.R. ☑ [illegible] ☒ AE ☒ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

CHECK LIST

Date			
9-23-71	Construction signs removed	Never closed	Opened to traffic
None Est.	Salem Office notified to rescind construction speed zone	10-5-71	Regional Materials Certification submitted
9-24-71	Contractor removed equipment from project		
9-24-71	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Richard Bankroft, City of Corvallis Construction Engineer, inspected the project 9-21-71 with Richard Nelson and approved the project, subject to misc. clean-up, which has subsequently been done, with a letter of acceptance to forth-coming. Tom Lowe, Assistant Area Engineer FHWA and John Bartholomew FHWA reviewed the project with Richard Nelson 9-28-71 and concurred approval. William Zirbes-Sign and Signal Engineer accepted the signal installation by letter 8-27-71.

All contract work on this project has been completed and recommendation is made for acceptance on 9-24-71. The semi-final estimate will be submitted about 10-5-71.

cc: Const. Engineer - F. D. Morgan
Bridge Engineer - Ivan Merchant
Maint. Engineer - R. N. Bothman
Co.-City Eng. - H. S. Cox ✓
Reg. Engineer - J. B. Boyd
Res. Engineer - L. L. MacIntyre
Dist.Engineer - Howard Johnson
[illegible]
[illegible]

Copies sent to all named X

Original signed by, Gerald Wimer
(Signed)

Reg. Const. Engr.
(Title)

10-6-71 Jack Barrows called - signal creating backup of traffic on Circle during PM peak. Wimer will have someone investigate. [illegible]

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JUN 2 1971

FOR FILING

T-5007(3)
7506

June 1, 1971

364

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

copy
c - fed aid -
materials

Re: Inspection, Sampling and
Testing Procedures
Your Ref. 08-35-DB

Your May 14 memorandum urges development of guidelines for reduction in inspection, sampling and testing procedures on small quantities of materials. Such guidelines are now being formulated and will soon be submitted to you for consideration and approval.

We agree that savings in engineering costs can be realized by reduction in sampling and testing of some items and that it will in no way be a detriment to the final product.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

JHW:fw ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 14, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

G.K. Hossner

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5007(3)
NW. Circle Blvd.-NW. Spruce Ave.(Corvallis) Section
Reduction in Sampling and Testing

The reduction in inspection procedures and sampling and testing for small quantities of materials submitted by your April 28 letter is approved for this project. This approval confirms the verbal approval given April 29 by L. P. Renz, Area Engineer.

You are again urged to develop guidelines for our approval of a similar procedure applied on a Statewide basis. A substantial savings in engineering costs could be realized during the coming construction season.

Info cy to
Asbury + Jenkins 5-20-71

NOTED
TOM EDWARDS

R. E. JOHNSON

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
MAY 20 1971
CONSTRUCTION
DIVISION

RECEIVED
MAY 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2-0601

Salem, Oregon
May 5, 1971

L. L. MacIntyre
RESIDENT ENGINEER

Measurement, Sampling, & Testing
N.W. Circle Blvd.-N.W. Spruce Avenue
Corvallis TOPICS Project Sec.
Contract 7506

Attached is a copy of John Walker's April 28, 1971 letter and FHWA INSTRUCTIONAL MEMORANDUM 20-4-70. These allow a reduction in the measurement, sampling, and testing on the subject project. Please proceed accordingly.

W. H. Fretwell, by a copy of this letter, is to have his Progress and Final Record Sampling & Reporting done on the same basis.

The frequency is not to be reduced. The main reduction is that a visual test will suffice unless you or Fretwell's inspectors determine that more is needed. These same instructions will apply to all 1971 Special City Allotment Projects.

You will note that on each TOPICS Project that involve small quantities greater than that cited in the FHWA Memorandum that special dispensation must be requested. This would apply to N.W. 29th Avenue. Please analyze the quantities involved and make a written request along the lines of Walker's letter.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

Attach.

cc: John Walker
John Jenkins
Art Duffy
Walt Sandquist
Bill Fretwell

RECEIVED
MAY 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 - 1971

FOR FILING

T-5007(3)
7506

May 27, 1971

Mrs. Sylvia S. Moss
City Recorder
City Hall
Philomath, Oregon 97370

Dear Mrs. Moss:

On May 27, 1971, the State Highway Commission opened bids on the 1971 Special City Allotment project on 9th Street. The apparent low bid was submitted by Corvallis Sand & Gravel Company of Corvallis.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$22,055.00
Anticipated additional items:		
Flagging (State share)	$1,000.00	
SS-1 asphalt in watering	175.00	1,175.00
		23,230.00
Engineering & contingencies 14½%		3,368.35
		26,598.35
City's estimated share of preliminary eng'ring		132.41
		$26,730.76

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward, at your earliest convenience, a check to this office in the amount of $1,730.76 made payable to the State Highway Commission. The above includes the $1,505 bid by the contractor for curbs.

I want to call your attention to the fact that the bid overran the engineer's estimate 18%, in case you want to take other action in the matter.

Very truly yours,

H. S. Cox
County and City Engineer

By

Oscar H. [illegible]
Cities [illegible]

OHN:mm Klaboe
bc: ~~L. [illegible] Young~~
F. D. Morgan
V. E. Skoog, att'n John Herr
R.D. Asburry

RECEIVED
JAN 7 - 1971

T-5007(3)
7506

January 7, 1971

Corvallis Sand and Gravel Co.
P. O. Box 987
Corvallis, Oregon 97330

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7506 for work on N. W. Circle Blvd.-N. W. Spruce Avenue in Corvallis of N. W. 9th Street in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

or
Enclosure

cc United Pacific Insurance Co.
Portland and Tacoma

Frank Morgan
Ivan Merchant
R. D. Asburry
L. L. MacIntyre

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 12-64	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Benton
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-21-70	PROJECT NO. T-5007(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. 9th St. (Corvallis) Circle Blvd. S..014 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	5-20-70	0.15
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-10-70	0.152
OTHER *(Specify)*		

FUNDS 63,548

ESTIMATED TOTAL COST OF PROJECT $ 57,873.00	FEDERAL FUNDS $ 36,263.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer DEC 21 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. T-5007(3)

N.W. CIRCLE BLVD.-N.W. SPRUCE AVE. (CORVALLIS) SECTION

ON CITY STREET (N.W. 9TH ST.) IN BENTON COUNTY

SALEM, OREGON, DECEMBER 17, 1970

Project agreement estimate.

Type Code PE

Preliminary Engineering	All Required		$ 2,000.00
Type Code 6203 **Roadway (Sta. 5+00 to Sta. 13+00)**			
Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Removal of Structures and Obstructions	All Required		4,000.00
General Excavation	700 cu.yd.	3.00	2,100.00
Trench Excavation	55 cu.yd.	6.90	379.50
Watering	10 M-gal.	6.00	60.00
Bituminous Base Mixture	480 ton	8.50	4,080.00
Asphalt in Bituminous Base Mixture	26 ton	35.00	910.00
Coarse Aggregate Base	230 cu.yd.	4.90	1,127.00
Class "B" Asphalt Concrete Mixture	320 ton	8.50	2,720.00
Asphalt Cement in Mixture	21 ton	35.00	735.00
Asphalt in Tack Coat	1 ton	80.00	80.00
6-inch Sewer Pipe	200 lin.ft.	4.60	920.00
Concrete Inlets, Type "P"	4 only	175.00	700.00
Special Inlets	2 only	60.00	120.00
Concrete Walks	130 sq.yd.	6.75	877.50
Concrete Driveways	140 sq.yd.	8.25	1,155.00
Concrete Curbs	45 cu.yd.	55.00	2,475.00
Extra for Asphalt Curbs	190 lin.ft.	1.50	285.00
Adjusting Manholes	2 only	80.00	160.00
Traffic Signals			
Traffic Signal Installation, Complete	All Required		24,783.00
			$ 49,667.00
Flagging (60% of Contractor's Cost)	All Required		$ 300.00
Temporary Erosion Control	All Required		100.00
			$ 400.00

	Subtotal	$ 50,067.00
	10% Engr. & Cont.	5,006.00
	Total	$ 55,073.00
Length of Roadway - - - - - -	0.152 mile	
Cost of Roadway Per Mile	$362,322.37	

Retained in Program Status

Permanent Striping	All Required	$ 150.00
	Subtotal	$ 150.00
	10% Engr. & Cont.	15.00
	Total	$ 165.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 2,000.00	$ 1,270.00	$ 365.00	$ 365.00
Roadway	55,073.00	34,993.00	10,040.00	10,040.00
Retained in Program Status	165.00	103.00	31.00	31.00
Total	$57,238.00	$36,366.00	$10,436.00	$10,436.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1-100%

Contract No. 7506

Prefix 2-0601

DEC 16 1970

T-5007(3)
7506

December 15, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of December 7, 1970, is requested in the award of contract for the N.W. Circle Blvd.-N.W. Spruce Ave. (Corvallis) Section, Project No. T-5007(3).

The contractor receiving the award is Corvallis Sand and Gravel Co., in the amount of $49,667.00, with Contract No. 7506 assigned. This bid was received on December 3, 1970, and awarded on December 11, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By RNC

for L. E. Young
Program and Planning Engineer

DAR:ia

Federal Highway Administration Endorsement

Date________________________________

I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
DEC 18 1970
FOR FILING

T-5007(3)
7506

December 14, 1970

Corvallis Sand & Gravel Company
P. O. Box 9[illegible]7
Corvallis, Oregon 97330

Gentlemen:

The State Highway Commission on December 10, 1970, accepted your proposal for work on the N. W. Circle Boulevard-N. W. Spruce Avenue Section in Corvallis on N. W. 9th Street in Benton County for the sum of $49,667 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer December 11, 1970, awarded you the project, which has been assigned Contract No. 7506.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 26, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan L. L. Mac Intyre
I. D. Merchant R. D. Asburry
William Geibel (SAIF)

☐ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ ☐

bc: F. B. Crandall
R. D. Asburry

December 3, 1970

Mr. Anthony Groh
Public Works Director
City Hall
Corvallis, Oregon 97330

Dear Tony:

On December 3, 1970, the State Highway Commission opened bids on the NW Circle Boulevard-NW Spruce Avenue Section of NW 9th Avenue TOPICS project. The apparent low bid was submitted by Corvallis Sand and Gravel Company.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$49,667
Anticipated additional items:	
Flagging	300
Temporary erosion control	100
Total	$50,067
Engineering & contingencies (14½%)	7,260
Total	$57,327
Estimated preliminary eng'ring to date	2,000
Total	$59,327

City's advance deposit:
20% of TOPICS items ($11,865) rounded to $11,900

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward at your earliest convenience a check or warrant to this office in the amount of $11,900 made payable to the Oregon State Highway Commission.

Very truly yours,

N. S. Cox
County and City Engineer

By

RICHARD BLADORN B

Richard N. Bladorn
Urban Program Engineer

RHB:mm

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		**$47,085.00**	49,667
Anticipated Additional Items:			
Flagging (State Share)	**$ 300.00**		
~~**Permanent Pavement Striping**~~	~~**150.00**~~		
Temporary Erosion Control	**100.00**		
		550.00	400
		$47,635.00	50,067
Engr. & Cont. (14-1/2%)		**6,907.08**	7260
Estimated Net Authorization, Constr.		**$54,542.08**	57,327
Estimated PE to date →			2,000
			59,327
Advance deposit 20%			11,865

round to $11,900

N.W. CIRCLE BLVD.-N.W. SPRUCE AVENUE (CORVALLIS) ON 9TH STREET

BENTON COUNTY

FAP No. T-5007(3)
Grading, paving & traffic signals

Bids to be received December 3, 1970

1.	Temporary Protection and Direction of Traffic	All Specified			$	2,000.00	
2.	Removal of Structures and Obstructions	All Specified				1,800.00	4000
3.	General Excavation	700 cu.yds.	2.50	3^{00}		1,750.00	2100
4.	Trench Excavation	55 cu.yds.	6.00	6^{90}		330.00	379.50
5.	Watering	10 M-gals.	10.00	6^{00}		100.00	60
6.	Bituminous Base Mixture	480 tons	8.00	8^{50}		3,840.00	4080
7.	Asphalt in Bituminous Base Mixture	26 tons	35.00			910.00	
8.	Coarse Aggregate Base	230 cu.yds.	7.00	4^{90}		1,610.00	1127
9.	Class "B" Asphalt Concrete Mixture	320 tons	8.00	8^{50}		2,560.00	2720
10.	Asphalt Cement in Mixture	21 tons	35.00			735.00	
11.	Asphalt in Tack Coat	1 ton	100.00	80^{00}		100.00	80
12.	6-inch Sewer Pipe	200 lin.ft.	2.50	4^{60}		500.00	920
13.	Concrete Inlets, Type P	4 only	150.00	175^{00}		600.00	700
14.	Special Inlets	2 only	50.00	60^{00}		100.00	120
15.	Concrete Walks	130 sq.yds.	6.00	6^{75}		780.00	877.50
16.	Concrete Driveways	140 sq.yds.	6.50	8^{25}		910.00	1155
17.	Concrete Curbs	45 cu.yds.	55.00			2,475.00	
18.	Extra for Asphalt Curbs	190 lin.ft.	1.50			285.00	
19.	Adjusting Manholes	2 only	150.00	80		300.00	160
20.	Traffic Signal Installation, Complete	All Specified				25,400.00	24783
	For Comparison of Bids				$	47,085.00	$49,667^{00}$

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue North
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

47,085

PROJECT # NW Circle Blvd. - NW Spruce Avenue
1 (Corvallis) 9th Street,
BENTON COUNTY TOPICS
(Grading, paving & traffic signals)

OWNER: Oregon State Highway Department

DATE: December 3, 1970 **PAGE:** 1 of 2

1. Corvallis Sand & Gravel Co. 49,667.00
2. Builders Supply Co. (Lebanon) 51,467.00
3.
4. 1,800
5.
6.
7.
8. 49 667
9. 47085
10. 2582
11. 5.48%
12. over
13.
14.

QUANTITY	DESCRIPTION			Item No.	#1 UNIT PRICE	#2 UNIT PRICE	~~#3~~ UNIT PRICE
	L.S.	Temp. Prot. & Dir. of Traffic	2000	1	2000	6000^{00}	6000
	L.S.	Removal of Structures & Obstructions	4000	2	4000	2000^{00}	2000
700	C.Y.	General Excavation	2100	3	3^{00}	2^{50}	1750
55	C.Y.	Trench Excavation	379.50	4	6^{90}	3^{00}	165
10	M-gals.	Watering	60	5	6^{00}	15^{00}	150
480	Tons	Bituminous Base Mixture	4080	6	8^{50}	7^{00}	3360
26	Tons	Asph. in Bituminous Base Mixture	910	7	35^{00}	60^{00}	1560
230	C.Y.	Coarse Aggregate Base	1127	8	4^{90}	5^{00}	1150
320	Tons	Cl. "B" Asph. Conc. Mixture	2720	9	8^{50}	7^{00}	2240
21	Tons	Asph. Cement in Mixture	735	10	35^{00}	60^{00}	1260
1	Ton	Asph. in Tack Coat	80	11	80^{00}	100^{00}	100
200	L.F.	6-inch Sewer Pipe	920	12	4^{60}	3^{50}	700
4	Only	Conc. Inlets, Type P	700	13	175^{00}	175^{00}	700
2	Only	Special Inlets	120	14	60^{00}	90^{00}	180
130	S.Y.	Conc. Walks	877.50	15	6^{75}	5^{40}	702
140	S.Y.	Conc. Driveways	1155	16	8^{25}	7^{20}	1008
45	C.Y.	Conc. Curbs	2475	17	55^{00}	60^{00}	2700
190	L.F.	Extra for Asph. Curbs	285	18	1^{50}	1^{30}	247
2	Only	Adjusting Manholes	160	19	80^{00}	150^{00}	300

® SAFECO Insurance Company of America, registered trademark owner

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northea
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

PROJECT # NW Circle Blvd. - NW Spruce Avenue
1 (Corvallis) 9th Street,
BENTON COUNTY
(Grading, paving & traffic signals)

OWNER: Oregon State Highway Department
DATE: December 3, 1970 PAGE: 2 of 2

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QUANTITY	DESCRIPTION	Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
	L.S. Traffic Signal Installation, Complete	20	$24,783^{00}$	$25,195^{00}$	
			$49,667^{00}$ ✓	$51,467^{00}$ ✓	
	Flagging		300		
	~~Permanent Pavement Striping~~		~~150~~		
	Temporary erosion Control		100		
			50,067		
	Engr. & Cont. (14.5%)		7260		
			57,327		
	Estimated PE to date		2000		
			59,327		
	advance deposit -		11,865		

® SAFECO Insurance Company of America, registered trademark owner

City of Corvallis
Oregon

DISBURSEMENT VOUCHER

DATE 11-30-70

CHECK & VOUCHER NO. 19628

RECEIVED
COUNTY & CITY SECTION
DEC 11 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ RPE ☐ CE ☑ RE ☐ RPE ☐

- Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

INVOICE NO.	DATE	AMOUNT
TOPICS Project NW Circle Blvd.-N.W. Spruce Ave. City Share - Advance Deposit		$11,500.00

TOTAL $

City of Corvallis
INCORPORATED JANUARY 1857

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

ADMINISTRATIVE OFFICES
(503) 752-4292

December 8, 1970

RECEIVED
COUNTY & CITY SECTION
DEC 11 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ [illegible]
☑ UPE ☐ CE ☑ RE ☐ NPE ☐

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Enclosed is the City's check in the amount of $11,900 as the advance deposit on TOPICS project NW Circle Blvd. - NW Spruce Ave. Section of NW 9th Street.

Sincerely yours,

C. Dean Smith

C. Dean Smith
City Manager

enclosure: Payment, advance deposit

cc: Tony Groh, Public Works Director
Dan Cloud, Finance Director
Frank Currie, Engineering

TG:rm

November 30, 1970
(date)

Mr. C. Dean Smith
City Manager
City Hall
Corvallis, Oregon 97330

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway Ninth Street FAP Project T-5007(3)

Section NW Circle Blvd.-NW Spruce Avenue: Grading, Paving, & Traffic Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
DEC 3 - 1970
☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☒ UE
☑ DPE ☐ CE ☒ DE ☒ DPE ☐

12/1/70
(date)

By C. Dean Smith

By
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

FORM PR-1240
(Rev. 6/68)

NOV 24 1970

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT No.
T-5007(3)

STATE PROJECT NO.
N.W. CIRCLE BLVD. - N. W. SPRUCE AVE. SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-8

COUNTY NAME
BENTON

PROGRAM STAGE (Check)
☒ 1 ☐ 2

TO:

T-5007(3)
7506

11-19-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young w/enc. 11-24-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
NOVEMBER 10, 1970	NOVEMBER 10, 1970	PRIMARY TYPE 2
		STATE ROUTE NUMBER CITY STREET

LIMITS OF AUTHORITY
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $300.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $300.00
TEMPORARY EROSION CONTROL $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 9, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

SINCE IT IS FELT THAT ON THE TOPICS TYPE PROJECTS STRIPING IS AN INTEGRAL PART OF THE DESIGN IT IS REQUESTED THAT A STRIPING AND SIGNING PLAN BE FURNISHED FOR THIS PROJECT FOR OUR REVIEW AND APPROVAL. IT IS ALSO REQUESTED THAT ON ALL FUTURE TOPICS PROJECTS THE PS&E ASSEMBLY CONTAIN A STRIPING AND SIGNING PLAN WITH AN INDICATION AS TO WHO WILL BE RESPONSIBLE FOR THAT WORK.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
NOV 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-19-70	R. E. Simpson	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

☑ ENGR. ☑ COOR. ☑ GE ☒ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ ☐

October 28, 1970

Mr. Anthony Groh
Public Works Director
City Hall
Corvallis, Oregon 97330

Dear Tony,

We have determined an estimated cost for the proposed TOPICS project on N.W. 9th Street at Circle Blvd., which is presently scheduled for our December 3, 1970 bid opening. The following is a tabulation of the estimated total cost and advance deposit that will be required from the City:

Total bid items	$47,045
Additional anticipated items	450
TOTAL	$47,495
Engineering and Contingencies (14½%)	6,887
TOTAL	$54,382
100% City items (striping)	-150
Total TOPICS participation items	$54,232

City's Advance Deposit

(100% City items	$ ~~150~~ delete)
20% of TOPICS items	10,846
TOTAL	~~$10,996~~

This estimate will be revised upon opening of bids and you will be notified of the advance deposit amount required prior to award of a contract. Please keep this estimate confidential.

Very truly yours,

H. S. Cox
County and City Engineer

By:

Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

CC: R.D. Asburry

11-2-70 9:40AM Called Tony Groh and he has no objections to above project cost estimate. RH.

N.W. Circle Blvd - N.W. Spruce Ave. (Corvallis) Sec

Cost Estimate

ITEM NO.	Item	Unit	Quantity		
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec		2,000
2	Removal of Structures and Obstructions	Lump Sum	All Spec		1800
3	General Excavation	Cu. Yd.	700	2 50	1,750
4	Trench Excavation	Cu. Yd.	55	6 00	330
5	Watering	M Gal.	10 ~~6~~	10 00	100 ~~60~~
6	Bituminous Base Mixture	Ton	480	8 00	3,840
7	Asphalt in Bituminous Base Mixture	Ton	26	35 00	910
8	Coarse Aggregate Base	Cu. Yd.	230	7 00	1,610
9	Class "B" Asphalt Concrete Mixture	Ton	320	8 00	2,560
10	Asphalt Cement in Mixture	Ton	21	35 00	735
11	Asphalt in Tack Coat	Ton	1	100 —	100
12	6-inch Sewer Pipe	Lin. Ft.	200	2 50	500
13	Concrete Inlets Type P	Each	4	150 00	600
14	Special Inlets	Each	2	50 00	100
15	Concrete Walks	Sq. Yd.	130	6 00	780
16	Concrete Driveways	Sq. Yd.	140	6 50	910
17	Concrete Curbs	Cu. Yd	45	55 00	2,475
18	Extra for Asphalt Curbs	Lin. Ft.	190	1 50	285
19	Adjusting Manholes	Each	2	150 00	300
20	Traffic Signal Installation, Complete	Lump Sum	All Spec.		25,400
					~~47,045~~ 47,085
	Flagging - $300 Perm Striping - 150 EROSION CONTROL 100				450
					$ 47,495
	14½ % to Engr. & Contin.				6,886 78
					54,381 78
					54 542.18

NW Circle Blvd - N.W. Sp e Ave. (Corvallis) Sec

Cost Estimate

No.	Item	Unit	Quantity		
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec		2,000
2	Removal of Structures and Obstructions	Lump Sum	All Spec.		1800
3	General Excavation	Cu. Yd.	700	2.50	1,750
4	Trench Excavation	Cu. Yd.	55	6.00	330
5	Watering	M Gal.	10	10.00	100
6	Bituminous Base Mixture	Ton	480	8.00	3,840
7	Asphalt in Bituminous Base Mixture	Ton	26	35.00	910
8	Coarse Aggregate Base	Cu. Yd.	230	7.00	1,610
9	Class "B" Asphalt Concrete Mixture	Ton	320	8.00	2,560
10	Asphalt Cement in Mixture	Ton	21	35.00	735
11	Asphalt in Tack Coat	Ton	1	100 –	100
12	6-inch Sewer Pipe	Lin. Ft.	200	2.50	500
13	Concrete Inlets, Type P	Each	4	150.00	600
14	Special Inlets	Each	2	50.00	100
15	Concrete Walks	Sq. Yd.	130	6.00	780
16	Concrete Drive ways	Sq. Yd.	140	6.50	910
17	Concrete Curbs	Cu. Yd	45	55.00	2,475
18	Extra for Asphalt Curbs	Lin. Ft.	190	1.50	285
19	Adjusting Manholes	Each	2	150.00	300
20	Traffic Signal Installation, Complete	Lump Sum	All Spec.		25,400
					47,085
	Flagging - $300				550
	Perm Striping - 150				$ 47,635
	Temp Erosion Control - 100				
	14½ % Engr. & Conten.				6,907.08
					54,542.08

FORM E-20-X (12-67)

T-5527(3)
7566

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 27, 1970

To: Mr. L. H. Young
Program & Planning Engineer

PROGRAM & PLANNING

SUBJECT: Right of Way Status
TOPICS Project
December 3, 1970
Bid Opening

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above projects scheduled for contracting on the above date.

On the following projects, all rights of way and rights of entry are acquired.

Bryant Rd. - State St., (Lake Oswego) Section

N. W. Circle Blvd. - N. W. Spruce Ave. Section

All the right of way on these projects involving occupied improvements was acquired and possession taken prior to August 23, 1968; consequently, the certifications required under paragraph 5 and 16b of IM 80-1-68 do not apply.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John P. Oakes
Assistant R/W Engineer

JPO:ph

cc F. B. Klaboe ✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

CC: F.B. Crandall
R.D. Asburry
C.G. Swenson
R.N. Chase
L.P. Renz FHWA

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5007(3)
Project Name: N.W. 9th Street at
N.W. Circle Blvd.

Gentlemen:

Regarding the salvage of the existing traffic control control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☑ We do wish to have these materials salvaged and request that the contractor be directed to stockpile these items at CITY SHOPS. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at CORVALLIS, Oregon, this 26TH day of OCTOBER, 19 70.''

CITY OF CORVALLIS

By C. Dean Smith

Title CITY MANAGER

By Tony

Title PUBLIC WORKS DIRECTOR

RECEIVED
COUNTY & CITY SECTION
OCT 29 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

10/19/70

10 19-70

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. T-5007(3)

Highway No. City Streets

Project Name
N.W. 9th Street @ N.W. Circle Blvd.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that:

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ That all incidental charges related to the transfer of property have been paid by City pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Corvallis, Oregon,

this 19th day of October, 1970.

City of CORVALLIS

Kenneth H McGregor
Mayor

Recorder

CC: R.D. Asbury
J. R. Oakes
C.G. Swenson
R.N. Chase
T.W. Litchfield

(5/12/70)

RECEIVED
COUNTY & CITY SECTION
OCT 26 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☒ SPE ☐ CE ☑ RE ☐ RPE ☐

Minutes of the meeting of October 19, 1970 continued

A Resolution submitted by Councilman Jones

In accordance with Section 141, Chapter 1, Title 23, United States Code, the City of Corvallis does hereby resolve and give the following assurances:

1. That every reasonable effort shall be made to acquire the real property by negotiation;

2. That the construction of projects shall be so scheduled that to the greatest extent practicable, no person lawfully occupying the real property shall be required to move from his home, farm, or business location without at least 90 days' written notice from the State or political subdivision having responsibility for such acquisition; and

3. That it will be the policy of the City, before initiating negotiations for real property, to establish an amount which is believed to be just compensation, under the law of the State, and to make a prompt offer to acquire the property for the full amount so established.

Dated October 19, 1970.

Horace E Jones

Upon motion duly made and seconded the foregoing resolution was adopted and the Mayor thereupon declared said resolution to be adopted.

I hereby certify that the above copy of resolution is a true and correct copy of the orignal resolution on file in my office and was duly adopted at the regular meeting of the City Council of the City of Corvallis, Oregon on October 19, 1970.

E. David Clarke
City Recorder
Corvallis, Oregon

RECEIVED
COUNTY & CITY SECTION
OCT 26 1970
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

CC: C.R. Burghardt - FHWA

TOPS

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1970

SUBJECT: Traffic Signal Installations
NW 9th St. & NW Circle Blvd.
NW 29th St. & Harrison Blvd.
Corvallis TOPICS

To: H. S. Cox
County & City Engineer

BUILDING

Attention: Richard H. Bladorn

RECEIVED
COUNTY & CITY SECTION
OCT 19 1970
☑ ENGR. ☑ COOR. ☐ SE ☑ RE ☑ UE
☑ UPE ☐ CE ☐ BE ☐ RPE ☐

Salvage value of the existing traffic signal hardware at the above mentioned-intersections have been established as per your request.

INTERSECTION	SALVAGE VALUE
NW 9th St. & NW Circle Blvd.	$ 2,237.00
NW 29th St. & Harrison Blvd.	$ 1,768.00

L. E. George
Operations Engineer

JOB:bls
cc: R. D. Asburry

10-20-70
SALVAGE is NOT NEEDED NOW AS WE have WORKED OUT AN ARRANGEMENT (SEE attached form) with GLEN GREEN of FHWA that will handle this item for ALL TOPICS PROJECTS.

SP*83475-734

SALVAGE VALUE

Existing Traffic Signal Equipment
NW 9th Street at NW Circle Boulevard

Item	Quantity	Unit List Price	Total List Price
Traffic Signal Mast Arm Pole	4	$ 235.00	$ 940.00
20' Traffic Signal Mast Arm	4	115.00	460.00
Street Light Arm	2	62.00	124.00
Two-phase, Pre-timed Controller w/Cabinet	1	1,000.00	1,000.00
Terminal Cabinet	3	50.00	150.00
Two-way, Two-section Pedestrian Signal	4	200.00	800.00
One-way, Three-section Vehicle Signal	8	125.00	1,000.00

CURRENT LIST PRICE
(Salvageable Signal Equipment). $4,474.00

Salvage Value = 0.5 x current list price

0.5 x $4,474.00 = $2,237.00

SALVAGE VALUE = ... $2,237.00

City of Corvallis

CORVALLIS CITY HALL
501 S.W. MADISON AVENUE
CORVALLIS, OREGON 97330

PUBLIC WORKS DEPARTMENT

(503) 752-4292

September 2, 1970

RECEIVED
COUNTY & CITY SECTION
SEP - 3 1970
☐ ENGR. ☑ COOR. ☐ OE ☒ AE ☑ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

H. S. Cox
County and City Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Richard Unrein

Dear Mr. Cox:

In reviewing the preliminary plans on the TOPICS project on N. W. 9th Street between N. W. Circle Boulevard and N. W. Spruce Avenue, I am concerned about the proposed drainage plan. Most important are the curb line grades. The City of Corvallis has a minimum grade requirement of 0.004 feet/foot (0.4%) on curb and gutter construction. I would appreciate your review and consideration of the proposed grade change as I have indicated in red on the enclosed preliminary plan. In addition, I have indicated on the enclosed OSHD Standard Drawing No. 2105 the type of catch basin we would require.

I also feel it would be more desirable to tap the proposed catch basins into the existing storm drain line at approximately 90° rather than connecting to the old catch basin lines. Many of these old catch basin lines were constructed flat and are presently inadequate.

Thank you for your consideration in supplying us with preliminary plans well in advance.

Very truly yours,

Frank A Currie

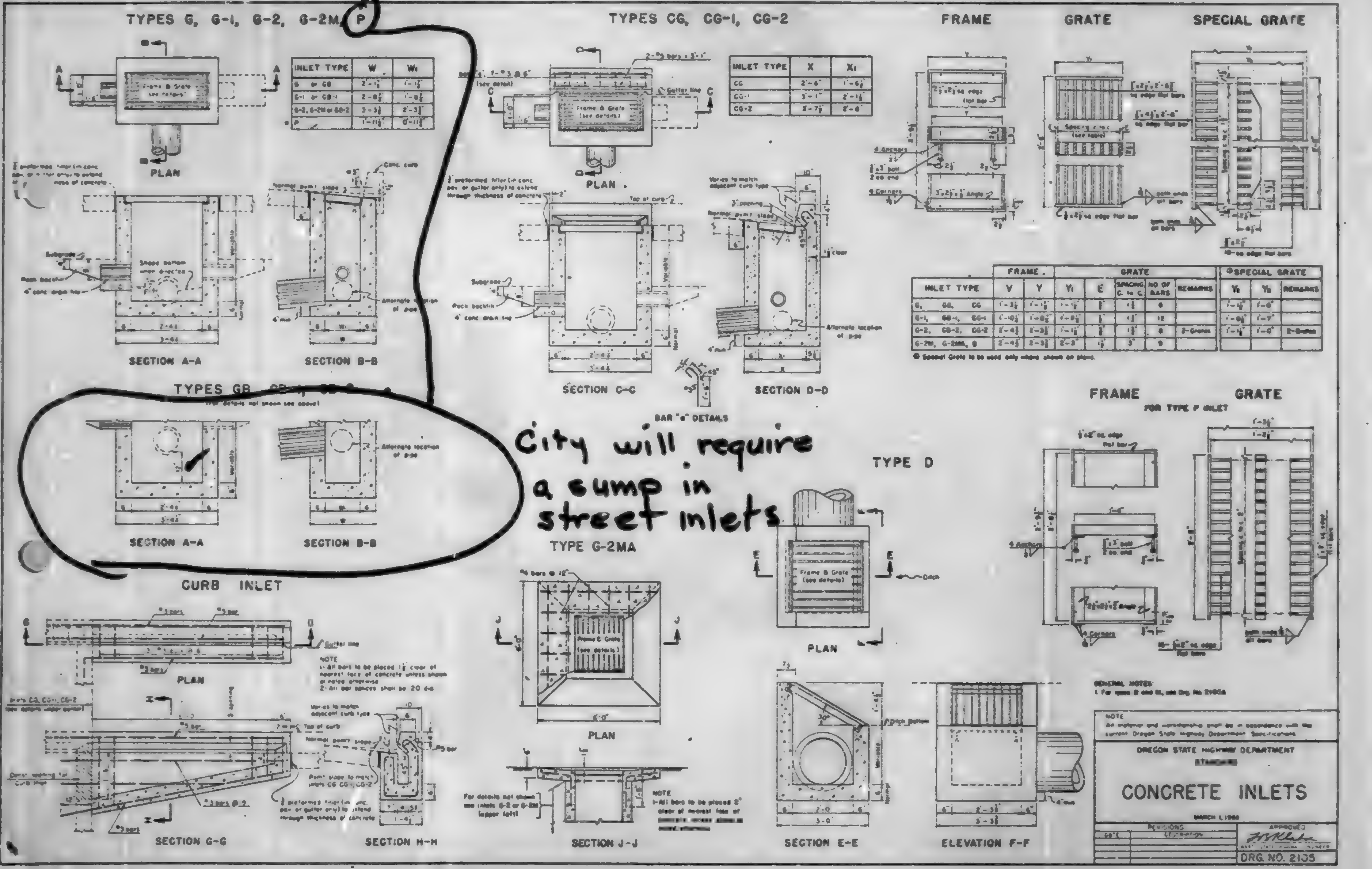
Frank A. Currie
Supervising Engineer

FAC:sn

Enclosure: as stated

9-4-70 copies to: Frank Hall w/plans
R.D. Asbury

RECEIVED
COUNTY & CITY SECTION
SEP - 3 1970
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐


TYPES G, G-1, G-2, G-2M, P
PLAN
SECTION A-A
SECTION B-B
TYPES GB, GB-1, GB-2
SECTION A-A
SECTION B-B
CURB INLET
PLAN
SECTION G-G
SECTION H-H
TYPES CG, CG-1, CG-2
PLAN
SECTION C-C
SECTION D-D
BAR "a" DETAILS
TYPE G-2MA
PLAN
SECTION J-J
TYPE D
PLAN
SECTION E-E
ELEVATION F-F
FRAME
GRATE
SPECIAL GRATE
FRAME
GRATE
FOR TYPE P INLET
Frame & Grate (see details)

City will require
a sump in
street inlets

INLET TYPE	W	W₁
G or GB	2'-1⅛"	1'-1⅛"
G-1 or GB-1	2'-8⅛"	1'-8⅛"
G-2, G-2M or GB-2	3'-3⅛"	2'-3⅛"
P	1'-11⅛"	0'-11⅛"

INLET TYPE	X	X₁
CG	2'-6"	1'-6⅛"
CG-1	3'-1"	2'-1⅛"
CG-2	3'-7⅛"	2'-6"

	FRAME		GRATE					⊕SPECIAL GRATE		
INLET TYPE	V	Y	Y₁	E	SPACING C. to C.	NO OF BARS	REMARKS	Y₁	Y₂	REMARKS
G, GB, CG	1'-3⅛"	1'-1⅛"	1'-1⅛"	⅜"	1⅜"	8		1'-1⅛"	1'-6"	
G-1, GB-1, CG-1	1'-10⅛"	1'-8⅛"	1'-8⅛"	⅜"	1⅜"	12		1'-8⅛"	1'-7"	
G-2, GB-2, CG-2	2'-4⅛"	2'-3⅛"	1'-1⅛"	⅜"	1⅜"	8	2-Grates	1'-1⅛"	1'-6"	2-Grates
G-2M, G-2MA, P	2'-4⅛"	2'-3⅛"	2'-3"	1⅛"	3"	9				

⊕ Special Grate to be used only where shown on plans.

GENERAL NOTES:
1. For types [illegible], see Drg. No. 2106A

NOTE
All material and workmanship shall be in accordance with the current Oregon State Highway Department Specifications.

OREGON STATE HIGHWAY DEPARTMENT
STANDARD

CONCRETE INLETS

MARCH 1, 1960

REVISIONS		APPROVED
DATE	DESCRIPTION	F. B. Klaboe
		DRG. NO. 2105

FORM E-20-X (12-67

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
August 31, 1970

To: D. J. Barbee
DESIGN ENGINEER

SUBJECT: Additional Right of Way
Circle Blvd.-Spruce Ave. Section
N.W. 9th Street (Corvallis)
TOPICS

Lowell Stratton in his attached August 25 letter points out the need for additional right of way in the S.W. quadrants of both the Circle Boulevard and Spruce Avenue intersections with N.W. 9th Street. It was my understanding the City had already acquired adequate right of way for this project. If not, a hearing would be required.

It would seem a further check of the right of way that was acquired by the City should be made. If it is not adequate for the plan then possibly some minor adjustment in the plan could be made to eliminate the necessity of the added right of way.

If neither of these alternatives prove fruitful, then and only then should we consider the added right of way.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/cg

Attach.

cc: H. S. Cox w/attach.
Lowell Stratton

RECEIVED
COUNTY & CITY SECTION
SEP - 1 1970
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Woodburn, Oregon
August 25, 1970

RECEIVED
DIVISION ENGINEER - Division No. 2
AUG 26 1970
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☒ ☐ ☐

SUBJECT: Review of Preliminary Plans
N.W. Circle Blvd.-N.W. Spruce Ave.
N.W. 9th St. (Corvallis)
Benton County

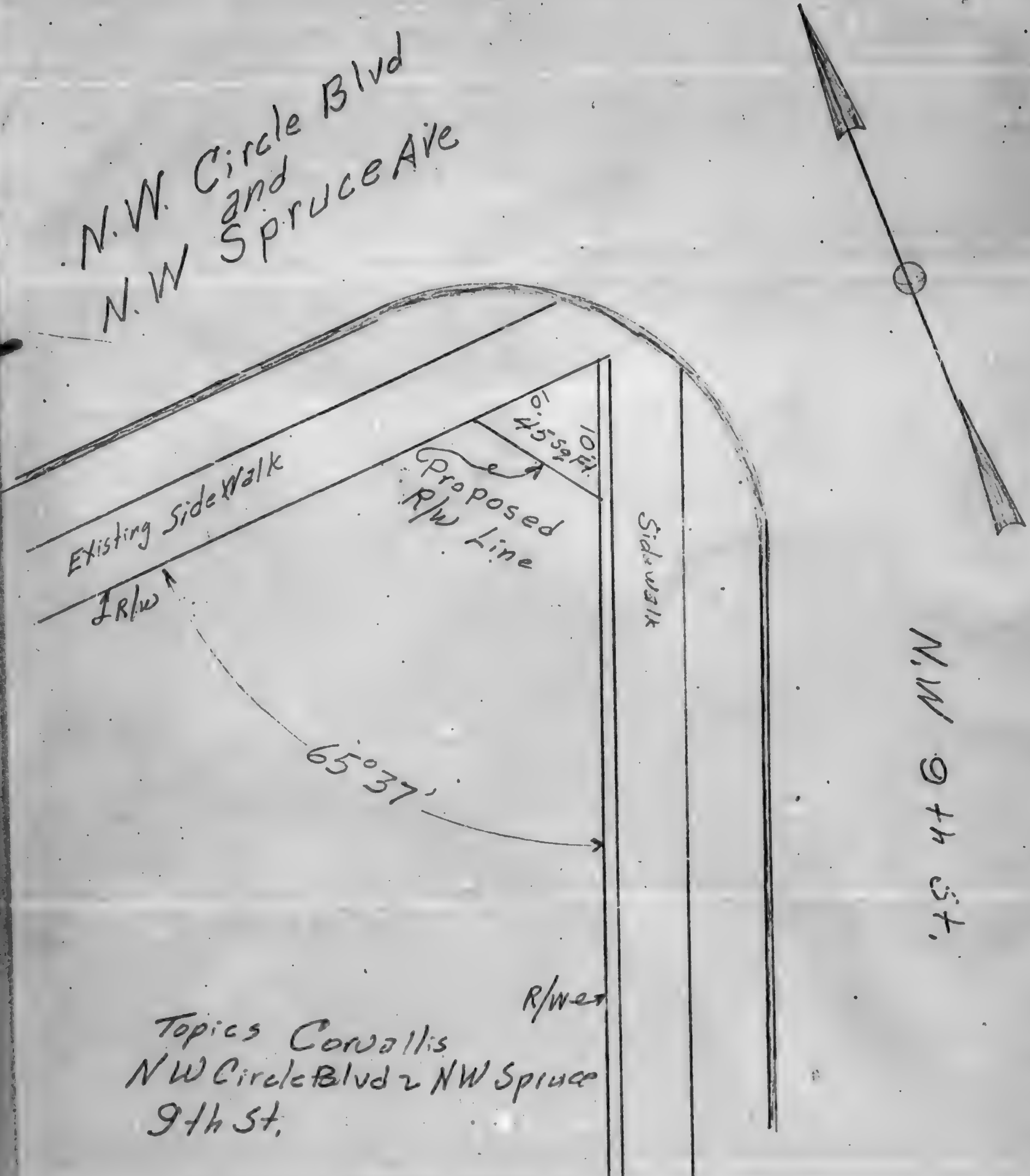
To:

Mr. R. D. Asburry
Regional Engineer
Salem, Oregon

In regards to the above plans, the 20-foot radius on the curbs, in the southwest Corners of N,W. Circle Blvd., and N. W. Spruce Avenue on 9th Street, will leave only three feet of sidewalk from the curb to the property corners. This makes the sidwalks to narrow.

Due to the acute angle 65° 37' it is recommended that additional right of way be secured as per attached sketch, this will give room for the sidewalk, the installation of signal and light poles. Also it will be a saftey factor by giving better sight distance.

Lowell M. Stratton
Lowell M. Stratton
Resident Engineer


N.W. Circle Blvd
and
N.W Spruce Ave
Existing SideWalk
R/W
Proposed R/W Line
10'
10'
45.5 Sq Ft.
Sidewalk
65°37'
N.W 9th St.
R/W

Topics Corvallis
N W Circle Blvd & NW Spruce
9th St.

8-25-70
Scale 1" = 10'

MEMO TO THE FILES
8/26/70

RE: TOPICS - Corvallis
N.W. Circle Boulevard-N.W. Spruce Avenue Section
N.W. 9th Street

Traffic Section informed this office on August 25 that they will be unable to provide the traffic signal design for the subject project in time to meet the scheduled October 29 bid opening. Therefore, this project should now be scheduled for the December 3, 1970, bid opening.

Richard Unrein

Richard Unrein
Urban Engineer
County and City Section

RU:lat

cc: F. B. Klaboe
F. B. Crandall
D. J. Barbee
L. H. Young
R. D. Asburry

RECEIVED
COUNTY & CITY SECTION
AUG 26 1970
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

NOTED
H. S. COX

Salem, Oregon
July 27, 1970

TOPICS-Corvallis (3)
N.W. 9th Street @ Circle Blvd. Section
N.W. Harrison Blvd. @ N.W. 29th Street Section
and N.W. 29th Street @ Dixon Creek Section

Mr. D. J. Barbee
Design Engineer

BUILDING

Attention: Mr. P. L. Carstensen

The survey data for the three subject projects has been examined and found to be consistent with the projects as requested by the City and approved by the Highway Commission.

NOTED
RICHARD UNREIN

Richard Unrein
Urban Engineer
County and City Section

RU:lat

Att.

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD BLADORN

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
DON HARWELL

F.E. = $44,435
O.F. = 40,000
diff. $4,435

REPORT OF SURVEY
TOPICS CORVALLIS
NW CIRCLE BLVD - NW SPRUCE AVE
NW 9th STREET
BENTON COUNTY

Lowell M Stratton Resident Engineer
Prefix 2-0601 July 17,1970

The northerly terminus of the survey is at the intersection of the centerlines of Northwest 9th Street and Northwest Circle Blvd. in the city of Corvallis at station 5+07.69. The southerly terminus of the survey is on NW 9th Street at station 12+50. The survey was started June 29,1970 and completed July 20,1970. The necessary field information was obtained then a map, profile and preliminary design shown. Estimate of quantities and costs were made.

This project will provide for a right turn lane from NW Circle Blvd. to NW 9th Street for the south bound traffic coming from the west on NW Circle Blvd. It was necessary to take part of the side slope out of the existing right travel lane on 9th St. using an AC over lay which will warp from 0.03' to 0.04' per foot for crown to fit conditions, from the existing 0.04' to 0.09' per foot and the new lane has been warped from 0.05' to 0.08' per foot for drainage and to match sidewalks.

There are two circular catch basins in the customers utitity parking lot that must be moved. As the company has no record of the installation, it is planned to hook the two together and discharge them into a catch basin unless a better connection can be found after the existing circular catch basins are removed and the connecting pipes are found. See drawing on the plans, the existing grates to be reused.

8-10-70
Called
Glen Ling.
Tom Iwan wanted
to know who would
get permits of
entry to move
catch basins.
G. Ling said city
would take care
of permits.
RB

The AC curb for the parking lot to customers utility will have to be replaced where distrubed and the AC pavement blended into the new AC curb. A construction easement will be needed to instsll the circular catch basins, AC curb and blend in the new work with the existing.

The combine curb and gutter, and the driveways are to be built to the city of Corvallis standards to make the installation uniform. Type P catch basins are specified as they are similar to the type used by the city.

The city is to re-establish fire hydrants and valves where necessary The city is to have the utility poles moved as required. Traffic signals are to be removed as required.

Lowell M Stratton
Resident Engineer

LMS/rgg

O GON STATE HIGHWAY DEPARTM T
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section N.W. Circle Blvd. ~ N.W. Spruce Ave. Unit
Highway N.W. 9th St. (Corvallis) County Benton Prefix 6-0201
Length 0.14 mi. Designer NJC Draftsman Date 7-17-70

Grading and Surfacing Items

Res. Eng'r. Lowell M. Stratton

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temp. Protection & Direction of Traffic	All	All		All		$\$2000^{00}$
2. Clearing & Grubbing	All	(0.11ac Grubbing) All		All		$200.^{00}$
3. General Excavation	C.Y.	642	58	700	2^{50}	1750^{00}
4. Trench Excavation	C.Y.	32	3	35	6^{00}	210^{00}
5. Finishing Roadbed & Slopes	L.S.	All	—	All		200^{00}
6. Watering	M-Gal	4	1	5	10^{00}	50^{00}
7. Plant Mix Aggregate Base	Ton	244	26	270	5^{00}	1350^{00}
8. Plant Mix Bit. Base	Ton	358	42	400	8^{00}	3200^{00}
9. Asph. Cement in Plant Mix Bit. Base	Ton	20	2	22	35^{00}	770^{00}
10. Class "B" Asph. Conc. Mix	Ton	292	28	320	8^{00}	2560^{00}
11. Asph. Cement in Class "B" Mix	Ton	19	2	21	35^{00}	735^{00}
12. Class "A" Conc. in Curbs	C.Y.	37	3	40	55^{00}	2200^{00}
13. Concrete Walk	Sq. Yd.	128	7	135	6^{00}	$810.^{00}$
14. Catch Basin Type P	Ea.	4	–	4	190^{00}	760^{00}
15. 18" Circular Catch Basin	Ea.	2	–	2	30^{00}	60^{00}
16. 6" Conc. Sewer Pipe	Lin. Ft.	170	10	180	$2.^{50}$	450^{00}
17. Adjust Manhole	Ea.	2	–	2	100^{00}	200^{00}
18. Adjust Water Valve	Ea.	2	–	2	15^{00}	30^{00}
19. Conc. Driveway	Sq. Yd.	114	6	120	6^{50}	780^{00}

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

Section N.W. Circle Blvd ~ N.W. Spruce Ave. Unit
Highway N.W. 9th St. (Corvallis) County Benton Prefix 6-0201
Length 0.14 mi. Designer NJC Draftsman Date 7-20-70

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
20. Remove Existing PCC Curbs	Lin Ft.	742	38	780	0.80	624.00
21. Remove Existing P.C.C. Walk & Drwy.	Sq. Yd.	267	13	280	1.75	490.00
22. Remove Existing Catch Basin	Ea.	5	–	5	30.00	150.00
23. Remove & Reinstall Traffic Signals	All	All		All		17,000.00
Subtotal						36,579.10
Anticipated Items						
State Share Flagging						300.00
Striping						150.00
Subtotal						37,029.00
Engineering & Contingency (20%)						7,406.00
Total						$44,435.00
City of Corvallis						
Remove & Reinstall Fire Hydrant	Ea.	2				
Permanent Signing						

Per F. Turpin 8-11-70
widen 3' more westerly
approx. $ ≈600 additional
14' [illegible] lane 10 ft 1 1/2
12' center lanes
14' median
[illegible] Glazing

7-27-70 Called Jack Barrows and gave him above est of cost.

Total

RECEIVED
JUN 24 1970

6-23-70

(REV. 3-67)

FOR FILING R OF APPROVAL AND/OR AUTHORIZATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

EDERAL AID PROJECT NO.
T-5007(1) & (3)

STATE PROJECT NO.
DIXON CREEK & CIRCLE BLVD
SPRUCE AVE ON 9TH N.W.

COUNTY NAME
BENTON

PROGRAM NO.

ITEM NO.

PROGRAM STAGE (Check)
☐ 1 ☐ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
T-5007(3)
17366

MR. FORREST COOPER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE JUNE 23, 1970	FEDERAL ROUTE NUMBER TYPE II - TOPICS SYSTEM STATE ROUTE NUMBER CORVALLIS CITY STREETS

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THAT PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

LOCATION AND DESIGN APPROVAL FOR THE SUBJECT PROJECTS WAS GRANTED ON JUNE 16, 1970, AND JUNE 17, 1970.

Young
6-24-70

RECEIVED
JUN 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

DATE JUNE 23, 1970	SIGNATURE OF APPROVING OFFICIAL For	TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUN 22 1970
FOR FILING
Hearings

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem, OR 97308

DATE: June 17, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5007(3)
NW. Circle Blvd. to NW. Spruce Ave.
on NW. 9th Street (Corvallis)
Location/Design Approval

Klaboe

Location/Design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS Project. This approval is based on the data furnished with Mr. Young's June 10 letter and previously submitted program information.

6-22-70
REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
JUN 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

W

RECEIVED
JUN 29 1970

FOR FILING

T-5002(3)
7506

CONTRACTS and
AGREEMENTS No. 3963

June 15, 1970

City of Corvallis
City Hall
Corvallis, Oregon 97330

Attention: George Simerville
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the N. W. 9th Street at N. W. Circle Boulevard in your City in connection with the TOPICS program.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

fkm
Att.

cc H. S. Cox
(agreement attached)

RECEIVED
JUN 10 1970
[illegible]

June 10, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Location/Design Approval
N.W. Circle Blvd. to N.W. Spruce Ave.
on N.W. 9th Street (Corvallis)
Project T-5007(3)
City of Corvallis
Benton County

Attention: Mr. Glen Green

Dear Sir:

We hereby request your approval of the location/design as described hereinafter for the proposed TOPICS project on N.W. 9th Street from N.W. Circle Blvd. to N.W. Spruce Ave. in the City of Corvallis.

Location: The corridor for the project is the existing R.O.W. of N.W. 9th Street from N.W. Circle Blvd. to N.W. Spruce Ave.

Design: The proposed design for the roadway section consists of four 12-foot lanes with 14-foot median which can be used as a left-turn refuge the entire length of the project and updating the existing traffic signals at N.W. Circle Blvd. by installation of a multiple controller and a traffic actuated signal for left-turn movements on 9th Street.

The State Highway Division has considered the social, economic and environmental effects of the proposed project and agrees with the City of Corvallis that said location/design is suitable for the project.

Additional documentation to support the proposed location/design was submitted with the PR-1 program data for Item 8, Project No. T-5007(3) as well as Clearinghouse approval and compliance with PPM 20-8.

We further request your authorization, concurrent with location/design approval, to proceed with the P.S. & E. preparation phase of preliminary engineering for the subject Project T-5007(2).

We trust the above information with that submitted with the program data is sufficient to allow your approval and authorization of location/design and P.S. & E. preparation.

The description of location/design for which your approval is requested is being published in appropriate news media. A copy of the request to the news media is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb
Enclosures
cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
D. J. Barbee
H. S. Cox
R. N. Chase
B. L. Gifford

2-0601 TOPS
Corvallis

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1970

NOTED
H. S. COX

To: Lowell Stratton
RESIDENT ENGINEER

SUBJECT: Corvallis TOPICS Projects

RECEIVED
JUN 5 - 1970
ENGINEER
COUNTY & CITY DIVISION

MacIntyre has approved Authorities for Survey for the four TOPICS projects in Corvallis. He also has the preliminary data relating to these projects.

Please obtain all of this data from him, review with the City Engineer Glenn Ling and proceed with the surveys at your early convenience.

R. D. Asburry
DIVISION ENGINEER
by

Gerald W. Wimer
ASST. DIVISION ENGINEER

GWW/cg

cc: D. J. Barbee
Richard Unrein
L. L. MacIntyre

NOTED
[illegible]

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
RICHARD BLADORN

NOTED
DON HARWELL

5-19-70

TRANSACTION NUMBERS 5-51 TO 5-56

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 5-20-70
BY (Signature): MR. YOUNG'S MAY 11 & 12, 1970 LETTERS
TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 6 THRU 11

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
6	T-5007(1)	0.04	22,500	14,250	DIXON CREEK SECTION (CORVALLIS)	ALL PHASES OF PE - GRADE DRAIN & HIGH TYPE PAVEMENT
7	T-5007(2)	0.0	50,200	31,860	CENTRAL BUSINESS (CORVALLIS)	ALL PHASES OF PE- SIGNALIZE INTERSECTION
8	T-5007(3)	0.15	40,000	25,400	NW CIRCLE BLVD TO NW SPRUCE AVE ON NW 9TH (CORVALLIS)	ALL PHASES OF PE - GRADE - DRAIN, HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS
9	T-5007(4)	0.10	34,000	21,600	NW 29TH TO NW 31ST ON HARRISON BLVE. (CORVALLIS)	ALL PHASES OF PE-GRADE-DRAIN, HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS
10	T-5025(1)	1.3	102,000	64,700	STATE ST, WASHINGTON COUPLET (PORTLAND)	ALL PHASES OF PE AND TRAFFIC SIGNALS.
11	T-5025(2)	0.0	54,000	34,300	SW MACADAM AVE. AT BANCROFT ST (PORTLAND)	ALL PHASES OF PE, GRADE, DRAIN HIGH TYPE PAVEMENT, TRAFFIC SIGNALS.

REMARKS (Division)

YOU ARE HEREBY AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING UP TO LOCATION/DESIGN APPROVAL.

T-5007(3)
7506

RECEIVED
MAY 2[illegible] 1970

NOTED
F. B. KLABOE

5-21-70

RECEIVED
MAY 2[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-20-70	R. E. SIMPSON, DIVISION ENGINEER

---

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

TOPS
Corvallis

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

NOTED
H. S. COX

May 11, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for four TOPICS Projects in Corvallis, Item Nos. 6 thru 9, which we desire to have included in the Federal-Aid TOPICS Program as established in the 1968 Highway Act.

Each of the project programs contain all phases of Preliminary Engineering and construction. We hereby request your authorization to proceed with the phase of Preliminary Engineering necessary to obtain BPR location/design approval for each project.

We will request further authorization to proceed with Preliminary Engineering for PS & E preparation for each project as soon as location/design approval is granted.

These projects are programmed under the provisions of paragraph 8b of PPM 21-18 as all steps set forth therein will be completed with reasonable certainty within the 18-month limitation.

Item No. 7, Project T-5007(2), Corvallis Central Business District Section, consists of Preliminary Engineering and construction on a Type I Primary Highway (3rd and 4th Streets) as well as a Type II Primary Highway (2nd Street). This is to certify that this project will have a priority which indicates the improvement, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Primary Federal-Aid Funds, the project is programmed under the provisions of paragraph 8d of PPM 20-13 using TOPICS Funds.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

NOTED

RECEIVED
MAY 15 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
MARION C. HOLMES

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED

MONTHLY TRANSACTION NO. 5-53	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O. 20 MAY 1970	5-11-70

FEDERAL-AID PR

(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St. 9th St. (Corvallis) Circle Blvd. S 0.14 mi. 21 65	**ADT**	PRESENT 3,000	FUTURE 3,650 (66) (70)	YEAR 90 (71) (7

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E. Gr. Dr. H.T. Pave., & Traffic Signals 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. B2 (72) (73)	PL. AUTH Y (74) (75

CARD	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME Benton
	NAME OF URBAN AREA 17-21 Corvallis	ROUTE NO. T | FEDERAL-AID

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5	10			1	**PE**	3	City St. 9th St. (Corvallis) Circle Blvd. S 0.14 mi.	0.15	2,000	1,270
5					**ROW**		NW 9th St. from NW Circle Blvd. to NW Spruce Ave.)			
5	30			3	**CONST** (CODE) 6201 Y031	3		0.15	38,000	24,130

CARD 1	CODE 1	PREPARED BY		PROJECT TOTALS	0.15	40,000	25,400
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

20 MAY 1970

B.P.R. OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

d.	**ADT**	PRESENT 3,000	FUTURE 3,650	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 8

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. B2	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) T-	NUMBER 5007	SEQ. NO. (3)	I. Projects Only POST MI.	DESIG.

COUNTY NAME Benton CODE 003

ROUTE NO. T FEDERAL-AID STATE City St. U.S.

PROGRAM STAGE ☐ 1 OR ☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.15	2,000	1,270	365	365 (City)	P.E. all phases, Gr. Dr. H.T. Pave revise traffic signals. (Widen street to provide 4-12' lanes w/14' left turn median)
0.15	38,000	24,130	6,935	6,935 (City)	ROW - 90' normal; Access Control - None; Parking Restrictions - Complete.
0.15	40,000	25,400	7,300	7,300 (City)	

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

REMARKS

	Field	$ 800.00
	PS & E	1,200.00
Preliminary Engr:	Total	$ 2,000.00

USCOMM DUSCOMM-DC 48908-P61

N.W. CIRCLE BLVD.-N.W. SPRUCE AVE. (N.W. (TH ST. CORVALLIS)
Project T-5007(3)

Existing Facility: 52' curbed street section with traffic signals at N.W. Circle Blvd.

Adjacent Sections:

North End: 56' curbed street section.
South End: Same as existing.

Project Data: The work consists of grade and drain, high type pavement necessary to widen the existing street 11 feet to provide for 4-12 foot lanes and a 15-foot median which can be used for left turns (either direction) to the numerous adjoining driveways thus leaving the travel lanes unobstructed. Also the updating of the existing traffic signals at Circle Blvd. by installation of multiple phase controller and a traffic actuated signal for left turn movements on 9th Street.

System Action, Railroads, Airports, Water Developments, Historical and Recreation Areas, Relocation Assistance Payments: None Involved.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

State Clearinghouse Approval: April 23, 1970.

District Clearinghouse: "Notice of Intent" sent "Linn-Benton Association of Governments" (District #4) March 19, 1970 and said notice has lain before said Clearinghouse for more than 30 days without action, therefor it is assumed there will be no adverse review or objections.

The State does not, at this time, have legal authority to control the use by utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

April 23, 1970

NOTED
H. S. COX

Mr. Forrest Cooper, State Engineer
Highway Division
Department of Transportation
Highway Building
Salem, Oregon 97310

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APR 29 1970
ENGINEER
COUNTY & CITY DIVISION

HIGHWAY DIVISION - CORVALLIS TOPICS

The Corvallis TOPICS project has been coordinated with the interested state agencies and all concur. It is expected that its accomplishment will materially improve the traffic flow in the Corvallis urban area.

Ed

Edward G. Westerdahl, II

4-27-70
REFERRED TO
Young
By [illegible] St. Hwy. Engr

CO

RECEIVED
APR 27 1970
PROGRAM & PLANNING
DIVISION

NOTED
MAINOR C. HOLMES

RECEIVED
APR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
RICHARD UNREIN

NOTED
R. W. ELLISON

Noted
Oscar H. Norberg

NOTED
DON HARWELL

cc's

General File Copy

N. W. Circle Blvd. - N. W. 9th

MAR 24 1970
FOR FILING

I-5007(3)
7506

1859
OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 19, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 01-270-02, attached in quintuplicate are the completed Notice of Intent to apply for federal assistance for 4 federal-aid TOPICS Projects for the City of Corvallis as follows:

State Administrative District No. 4

N. W. 29th Street at Dixon Creek
Central Business District Traffic Signal System
N. W. Circle Blvd. -N. W. Spruce Avenue on
N. W. 9th Street
N. W. 31st Street-N. W. 29th Street on
N. W. Harrison Blvd.

It is anticipated that these projects are of local interest only and that few, if any, comments will be received from the area agencies.

The estimated date of filing for federal-aid funds on these projects is May 1, 1970. In order that these dates and the subsequent dates of contract letting may be met, your prompt attention to these proposals will be appreciated.

Attach.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
R. W. ELLISON

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
H. S. Cox
R. L. Schroeder
B. L. Gifford
R. N. Chase

ATTACHMENT B

NOTICE OF INTENT
March 19, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency .... State Highway Division .... Salem (Address)

Contact Person .... L. H. Young .... 2761 (Phone)

1. Project Location

Administrative District .... 4 .... City .... Corvallis

County .... Benton .... Special District(s) (if applicable) ....

Other affected jurisdictions/agencies ....

2. Federal Program

Common Program Name .... Federal Topics

Authorizing Legislation .... Title 23, USC Highways, Section 135 (Public Law No. and Title)

Fed. Admin. Agency: Dept. .... Department of Transportation

Agency .... Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	24,000	Source of State Agency Share (if any)	
Local Applicant Share	8,000 Corvallis	General Fund	-
*State Agency Share	8,000	Other Funds (specify)	-
Other (specify)	-		
TOTAL	40,000	*Total State Agency Share	8,000

*Indicates totals should be equal.

4. Estimated Application Filing Date .... May 1, 1970

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

N. W. CIRCLE BLVD. -N. W. SPRUCE AVENUE SECTION OF N. W. 9th STREET

FAP, Type II Route

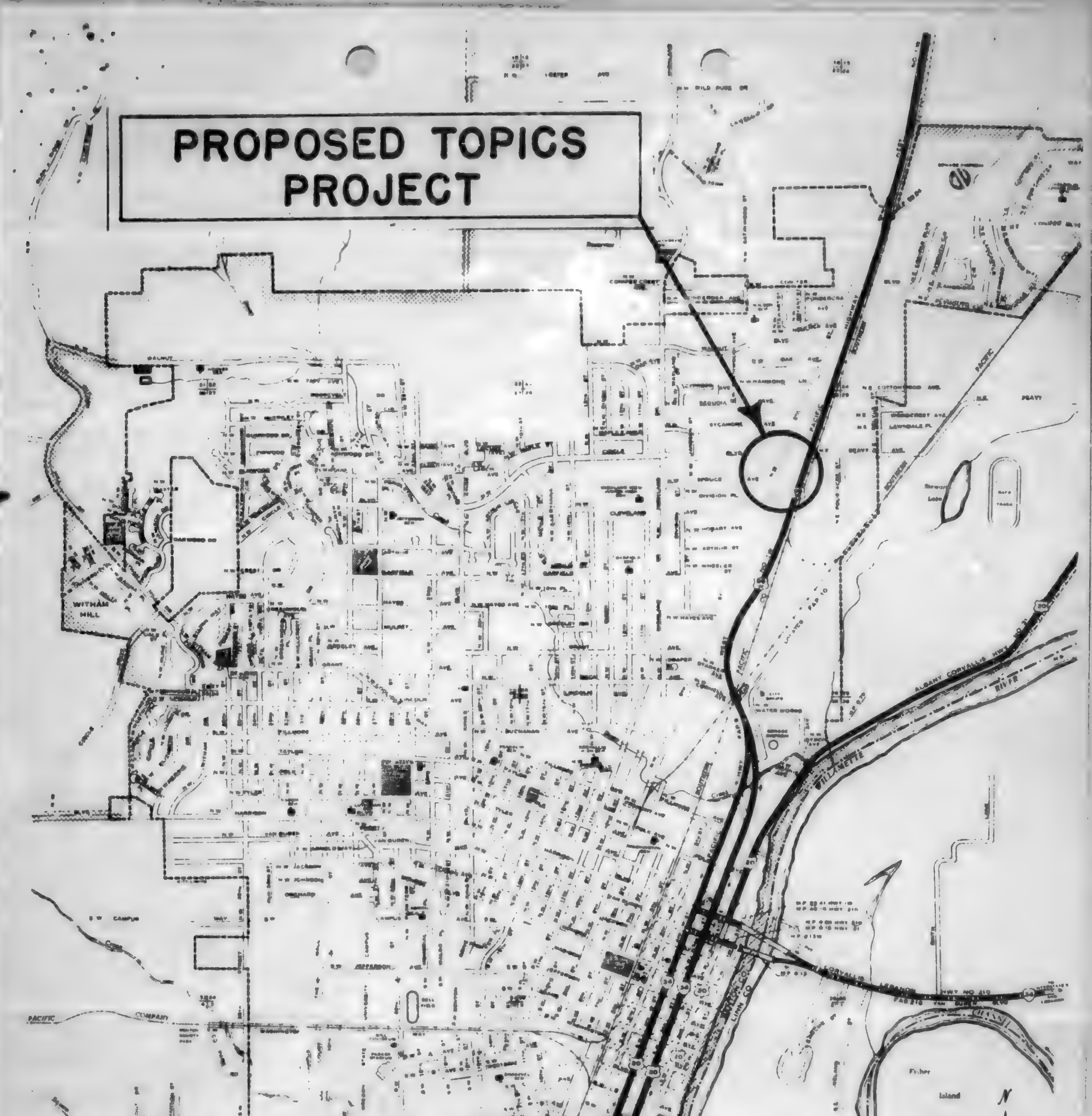
Project to consist of preliminary engineering, right-of-way acquisition, traffic control signals, grading, paving, signing, and incidental work to increase capacity and safety of the existing facility.

(over)

This project is to install fully-actuated traffic control signal at the intersection of N. W. Circle Boulevard and N. W. 9th Street. Interconnect signal with the intersection of N. W. Circle Boulevard and Pacific Highway West traffic signal system.

Widen N. W. 9th Street on the westerly side from N. W. Circle Boulevard southerly approximately 700 feet to provide for a free left turn lane and install traffic control signing.

See attached map for geographical location.



PROPOSED TOPICS PROJECT

CORVALLIS

WITHAM HILL
WILLAMETTE
Fisher Island
CRYSTAL
LAKE
N

RECEIVED
MAR 9 - 1970

FOR FILING

T-5007([illegible])
7566

March 9, 1970

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 17 meeting will be four requests from the City of Corvallis for Federal-Aid TOPICS projects.

The first project will provide route continuity by completing a 200-foot gap in N. W. 29th Street which will involve construction of a concrete box culvert over Dixon Creek and the construction of a 40-foot curbed street section. The TOPICS funds for this project are estimated at $22,500 of which $4,500 will be the cost to the State.

The second project is the installation of two traffic control signals to the central business district traffic signal system and the updating and standardization of twelve existing signalized intersections. TOPICS funds required for this project are estimated to be $50,200, of which $10,040 will be the cost to the State.

The third project involves installation of a fully-actuated traffic control signal on N. W. 9th Street at N. W. Circle Boulevard and the widening of N. W. 9th Street southerly approximately 700 feet to provide for a free left-turn lane. This project will require approximately $40,000 in TOPICS funds that will include an estimated $8,000 in State funds.

The fourth project is a signalization and widening on N. W. Harrison Boulevard at the northerly edge of Oregon State University. A fully-actuated traffic control signal will be installed at N. W. 29th Street and Harrison Boulevard will be widened easterly to N. W. 31st Street to provide for turning movements. The TOPICS funds for this project are estimated at $34,000, which includes approximately $6,800 in State funds.

These projects have been investigated and are eligible for funding under the Federal-Aid TOPICS program. I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
R. D. Asburry

RU:ljt sr

TOPS
Corvallis

FORM E-90 (12-67)

RECEIVED
FEB 19 1970
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1970

SUBJECT: TOPICS Request
City of Corvallis
Benton County

To:

Mr. H. S. Cox
County and City Engineer
Building

NOTED
H. S. COX

Attention: Mr. Richard Unrein

Reference is made to your letter of February 6 in regard to two TOPICS projects in Corvallis.

Our estimate for preliminary engineering and construction on these, including the costs for preliminary engineering and construction indicated by the Traffic Division, are as follow:

1. N.W. Circle Blvd-N.W. Spruce Ave Section (N.W. 9th Street)

Preliminary Engineering	$ 2,000
Signalization	20,000
Channelization	18,000

2. N.W. 31st Street-N.W. 29th Street Section (N.W. Harrison Blvd)

Preliminary Engineering	$ 2,000
Signalization	20,000
Channelization	12,000

If you have any questions please contact me.

D. J. Barbee
Design Engineer

By A D Olson
A. D. Olson
Preliminary Design Engineer

NOTED
HAROLD REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
R. H. PRANGE

ADO:jp

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. [illegible]

NOTED
DON HARWELL

Salem, Oregon 97310
February 3, 1970

TOPICS Requests
City of Corvallis
Cost Estimates

H. S. Cox
County-City Engineer
BUILDING

Attention: Richard Unrein

The following tabulation indicates the estimated preliminary engineering costs and construction costs for the three TOPICS projects in Corvallis listed in your letter of January 29.

Project	Prelim. Engineering	Construction Cost
CBD Traffic Signal System Section (Signalization)	$1200 ~~900~~ $500.00	$30,000.00 $49,000
NW Circle Blvd-NW Spruce Ave. Sec. NW 9th Street (Signal, Widening)	$550.00	$20,000.00
NW 31st St.-NW 29th St. Section NW Harrison Blvd (Signal, Widening)	$550.00	$20,000.00

It should be understood that the above costs do not include any preliminary engineering or construction costs involved in the widening portion shown under Item 2 and 3. This information should come from Mr. Barbee's section.

Corrected
2-6-70
R.

L. E. George
Assistant Traffic Engineer

Corrected
2/10/70
to include new
signals on
3rd

LEG:mk

cc: Tom Edwards

RECEIVED
FEB 10 1970
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JAN 23 1970
ENGINEER
COUNTY & CITY DIVISION

TOPICS PROJECT REQUEST

Project # 3
Date 1/20/70

Name of City City of Corvallis
Major Street Name NW 9th Street
Section Name

Location of Project (Attach sketch map) Length 720'
On Which System? Primary I ______ Primary II X or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ______; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No
Explain

Describe Project Widen 9th Street from Circle Boulevard, South approximately 720 feet and upgrade existing traffic lights by installing multiple phase controller.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Intersection of NW 9th Street and NW Circle Boulevard

2. Type: a. Traffic Control ______
   1. Pretimed ______
   2. Traffic-actuated ______
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

Footnotes:

1-28-70
Reviewed with
J.R. Renz - BPR

T-1-69

- b. Flashing Beacon ______
- c. Caution ______
- d. Drawbridge ______
- e. Lane-direction ______
- f. Other ______

3. Number of Phases:
   - a. Two ______
   - b. Three ______
   - c. Multiple X

4. Is interconnection for coordination necessary? Yes Remarks: This intersection should be interconnected with Highway 99W and Circle Boulevard traffic signal system.
   If so, by cable or leased telephone line? cable

5. Type of Suspension:
   - a. Mast Arm ______
   - b. Span Wire X
   - c. Signal Bridge ______

6. Paint Color Desired: Aluminum paint on traffic head

7. Present Signalization: pretimed - 2 phase

8. Other Remarks: Loop detector for actuators is required.

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: Not applicable

2. Type:
   - a. Mercury Vapor ______
   - b. Fluorescent ______
   - c. High-pressure Sodium ______
   - d. Incandescent ______

3. Luminaire Distribution Type and Classification:
   - a. I ______
   - b. II ______
   - c. III ______
   - d. IV ______
   - e. V ______

Footnotes:

4. Luminaire Wattage:
a. 175 ______
b. 250 ______
c. 400 ______
d. 700 ______
e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
a. 30 ft. ______
b. 40 ft. ______
c. 45 ft. ______
d. 50 ft. ______

9. Pole Type:
a. Wood ______
b. Steel ______
c. Aluminum ______

10. Operating Voltage:
a. 120 ______
b. 240 ______
c. 480 ______
d. Series ______

11. Type of Wiring:
a. Overhead ______
b. Underground ______

12. Present Illumination: ____
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: NW 9th Street and Circle Boulevard

2. Desired Work: Widen NW 9th Street South approximately 800 feet from NW Circle Boulevard

3. Typical Section: 12" crushed rock base and 4" A.C. paving

4. Curbs? yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) standard
   b. Exposure 6 inches
   c. Width between curbs 63 ft.
   d. Desired curb radius as shown on plans ft.

5. Surfacing: A.C. X P.C.C. ____ Oil ____ Other ____

6. Present Typical Section and Surfacing: unknown

7. Traffic Control Signing:
   a. To be part of project? X
   b. By City? ____ c. By State at City Expense? ____
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? Yes
   b. By City? ____
   c. By State at City Expense? ____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length ____ ft.
   b. Width ____ ft.
   c. Type ____
   d. Location: None

Footnotes:

IV. STRUCTURE DATA:

1. Location: Not applicable

2. Desired Work: ______

3. Name of Structure: ______

4. Name of Stream, Street or Facility being Spanned: ______

5. Desired Roadway Width of Structure: ______ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? ______ ft. Location ______

7. Is a particular type of structure and design desired? ______
Explain: ______

8. Can street be closed during construction? ______

9. Detour: a. Required? ______
b. By City? ______
c. By Contractor? ______

10. Approaches or Connections: a. By City? ______
b. By Contractor? ______
c. Traveled surface: Type ______
Width ______ ft.
d. Shoulders: Type ______
Width ______ ft.

11. Existing Structure: a. Remain in Place? ______
b. Use for Detour? ______
c. Removed by City? ______
d. Removed by Contractor? ______
e. Salvaged by Contractor for City? ______
(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______________
  a. By City? ______
  b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
  a. Water Mains: ______ Size: ______
    Owner: ______________
  b. Sanitary Sewer Mains: ______ Size: ______
    Owner: ______________
  c. Storm Sewer: ______ Size: ______
    Owner: ______________
  d. Gas Mains: ______ Size: ______
    Owner: ______________
  e. Power Lines: ______
    Owner: ______________
  f. Telephone Lines: ______
    Owner: ______________
  g. Other Utilities: ______________
  ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________
____

15. Does City wish lightpost bases and conduit installed? ______

16. Are there any unusual or complicating conditions? ______
Explain: ______________
____

17. Describe Existing Structure: ______________
____
____
____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? 90 ft.
   a. Maximum: 90 ft.
   b. Minimum: ______ ft.

2. Will additional right-of-way be needed? No Explain: ______

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ______

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ______

8. Are utilities on existing right-of-way by? Permit ______ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location: ______

Footnotes:

a. Name of Railroad ____________________
b. Number of tracks: Mainline ____ Siding ____ Total ____
c. Sight Distance (1.) (Direction) ________ Distance _____ft.
(2.) (Direction) ________ Distance _____ft.
d. Number of Trains: (1) Passenger ________ Speed ________mph
(2) Freight ________ Speed ________mph
e. Angle of Intersection: ____________________
f. Type of Existing Crossing: (1.) Grade ____________
(2.) Overcrossing ____________
(3.) Undercrossing ____________
g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________
h. Proposed Type Crossing and Protection: ____________
____
____
i. Are there to be stopping lanes for buses and trucks? ____
j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______ City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____________________
____
____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 92,000
2. Estimated Cost of Requested Project $ 32,000
3. Date Match Money is Available: immediately
4. Will there be any 100% City money? No
5. Maximum Amount of 100% City Money: $ No

Footnotes:

6. Other Remarks: ______________________________

This application is not complete unless a sketch map showing the location of the project is attached.

The Corvallis City Council on the 19th day of January, 19 70, adopted Resolution No. ______ or Ordinance No. 70-20, as the case may be, requesting this TOPICS project.

By G. Dean Smith
City Manager

By Tony Groh
Public Works Director

City of Corvallis
Public Works Department
January 20, 1970

DOCUMENTATION

Proposed TOPICS Project

3. A. Type: Channelization and Traffic Signal Upgrading.

B. Location: NW 9th Street and Circle Boulevard.

C. Estimated Cost:

Channelization	$15,000
Traffic Signals	17,000
TOTAL	$32,000

D. Areawide TOPICS Plan Status:

The tentative TOPICS Primary Type II Federal Aid System for the Corvallis Urban Area was approved by the Oregon Division Engineer of the Bureau of Public Roads effective December 3, 1969. It is expected to complete the requirements for the area wide TOPICS plan in the 18 month period allowed. Part of the data has already been gathered and work is proceeding toward completion within the 18 month period. This project will be a priority project on the completed plan.

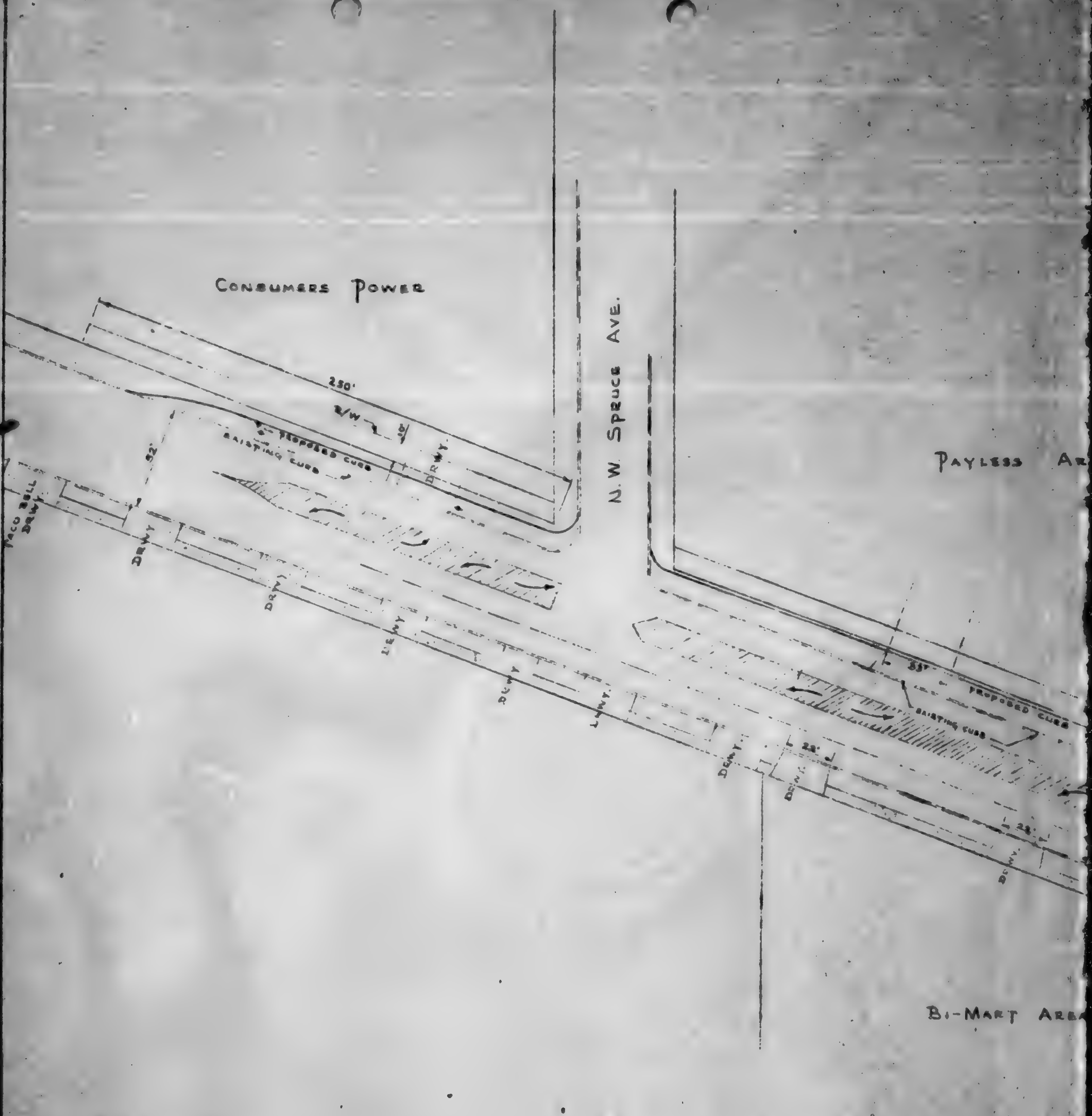
E. Purpose of Project:

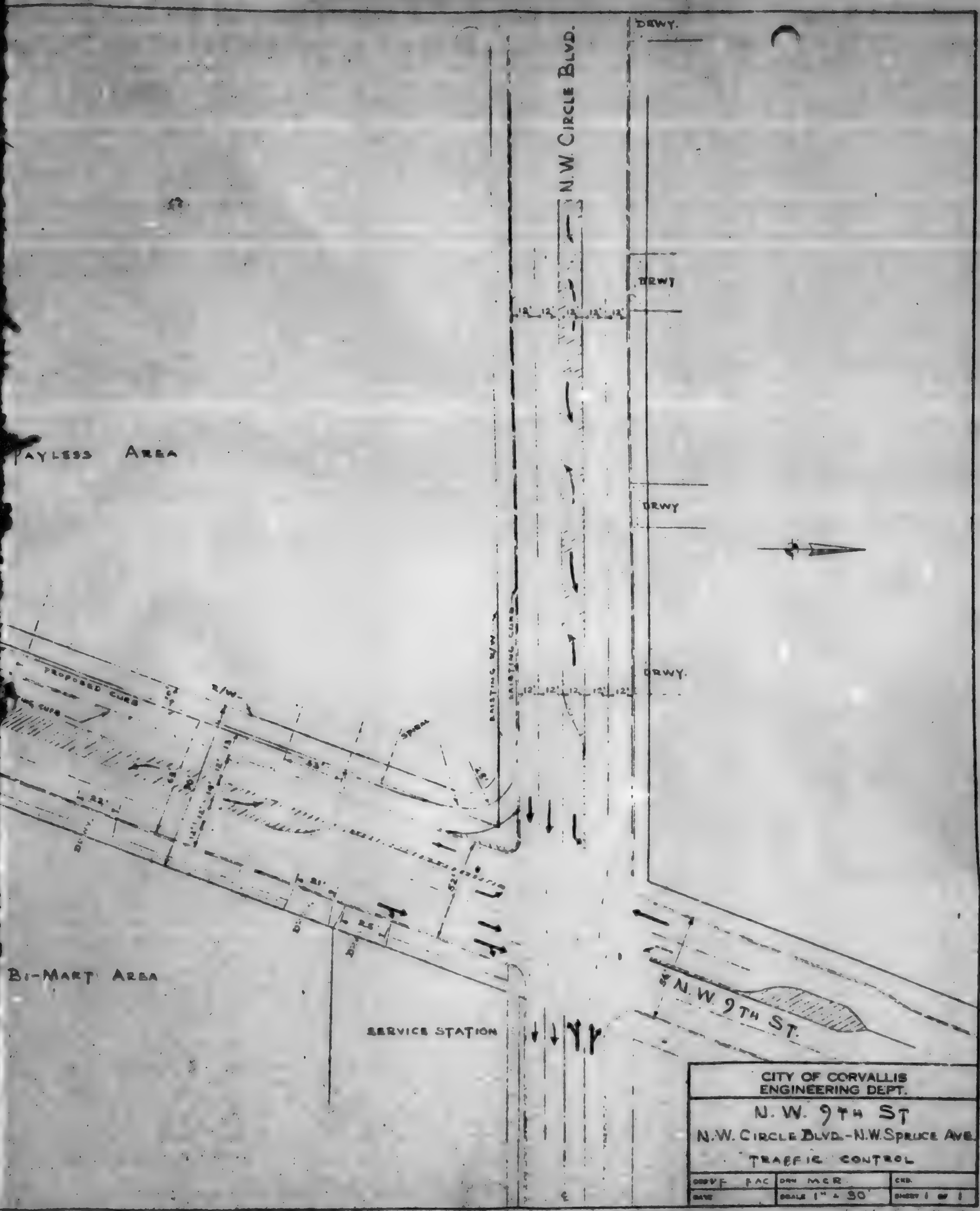
Circle Boulevard provides the only connection to Highway 99W, North of the Central Business District.

Shopping center development has occurred at this intersection. On the Southeast corner, a Bi-Mart store was constructed in 1967 with a floor area of approximately 65,000 square feet. On the Southwest corner a Payless Store was constructed in 1969, having a floor area of approximately 75,000 square feet. Additional stores and shops are located in the vicinity, particularly on NW 9th Street.

On the West side of NW 9th Street, from Circle Boulevard to the South (extending to the middle of the next block) an additional traffic lane would be provided. This would allow provision of a free left turn lane providing access to the numerous driveways which serve the businesses on NW 9th Street. On Circle Boulevard West of 9th Street, sufficient street width exists so that a free left turn movement lane can be provided to serve the numerous adjoining driveways.

A standard two-phase pre-timed traffic signal was installed at this intersection in 1966. A traffic actuated signal would be installed providing for left turn movements on 9th Street.


Consumers Power
250'
R/W
Proposed curb
Existing curb
52'
Drwy
Taco Bell Drwy
Drwy
Drwy
Drwy
Drwy
Drwy
Drwy
Drwy
N.W. Spruce Ave.
Payless Ar
55'
Proposed curb
Existing curb
22'
22'
Drwy
Bi-Mart Area

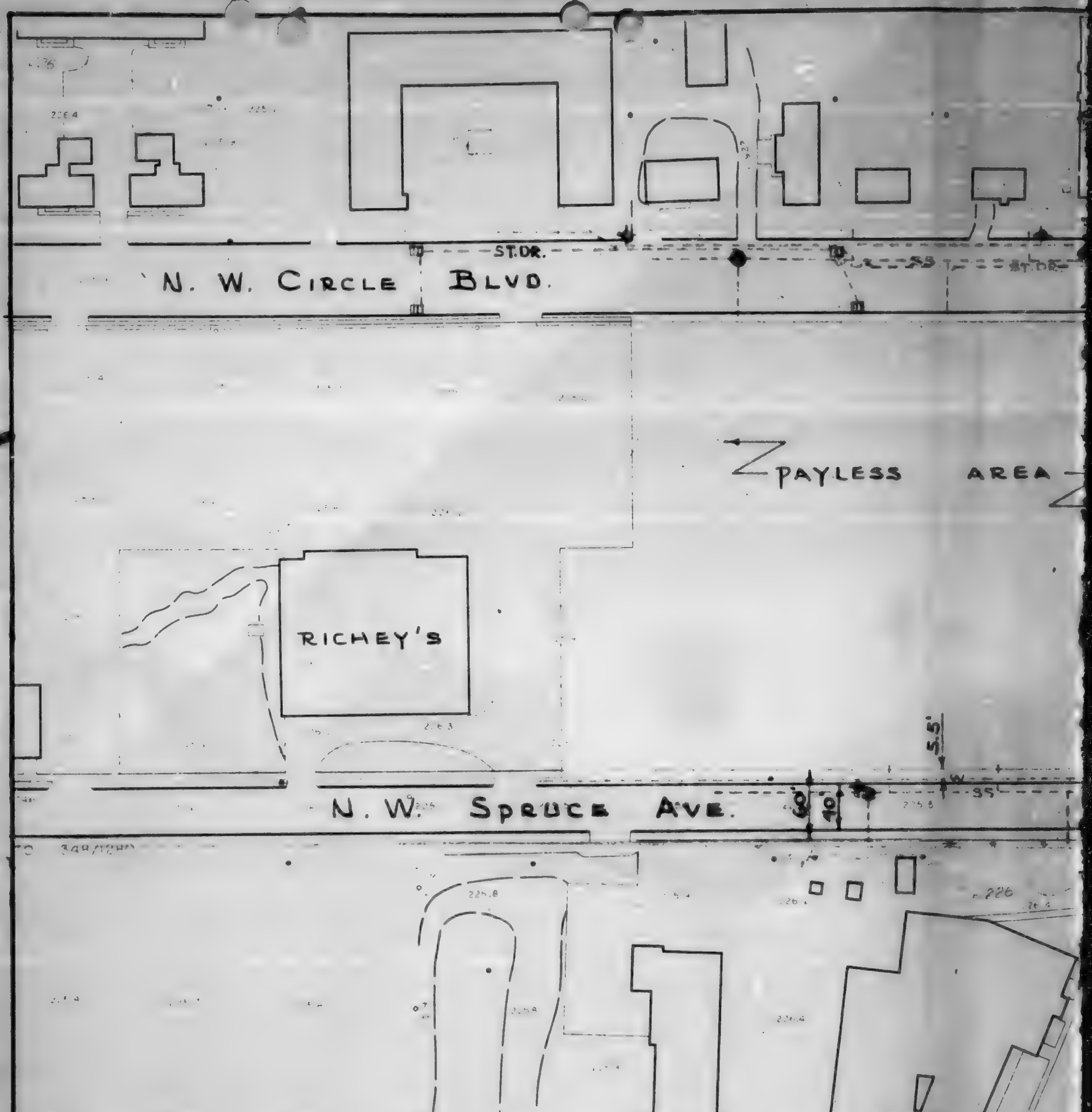

N.W. CIRCLE BLVD.
DRWY.
DRWY
DRWY
DRWY.
12' 12' 12' 12' 12'
12' 12' 12' 12' 12'
PAYLESS AREA
EXISTING R/W
EXISTING CURB
PROPOSED CURB
R/W
BI-MART AREA
DRWY.
SERVICE STATION
N.W. 9TH ST.

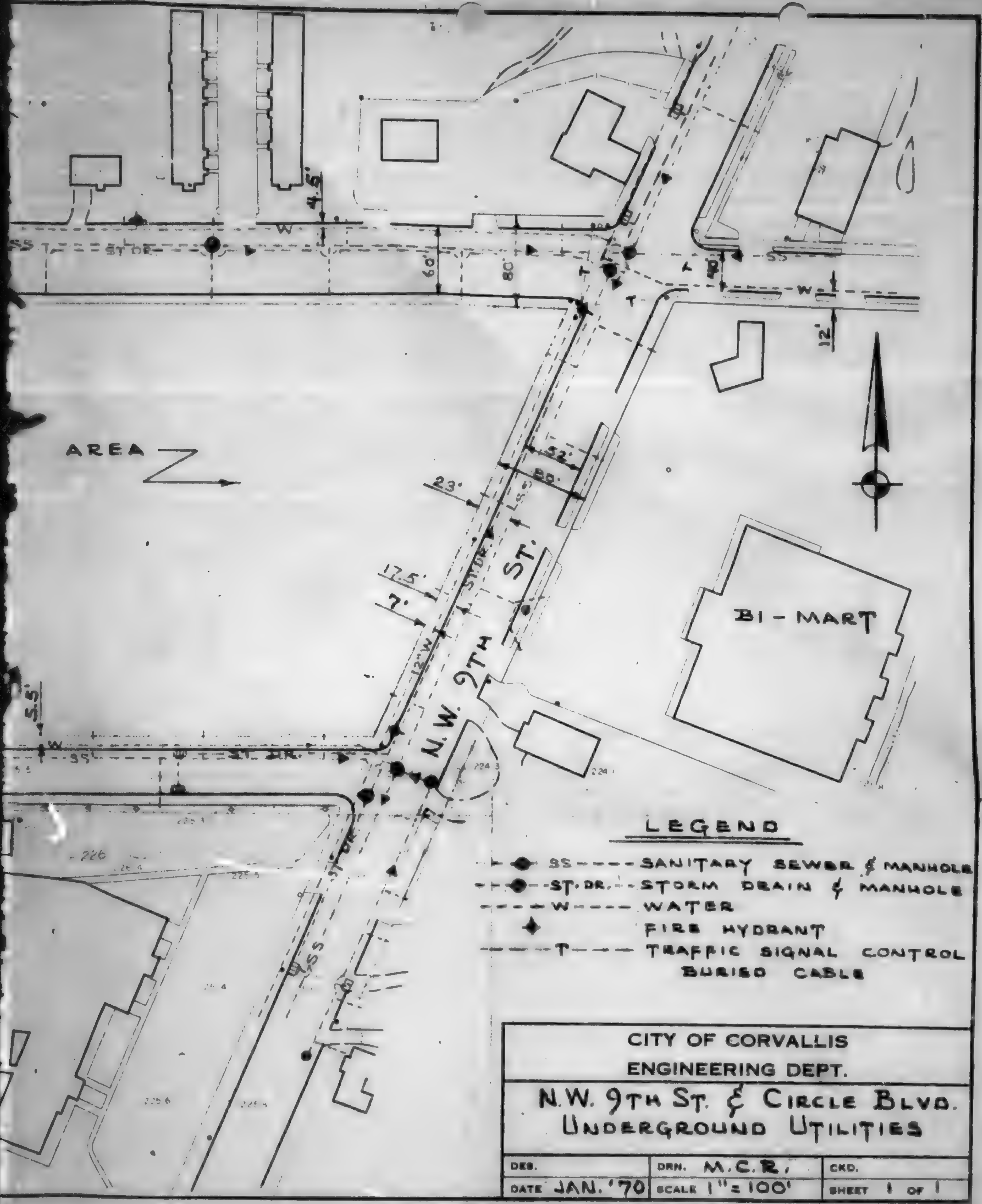
CITY OF CORVALLIS
ENGINEERING DEPT.

N. W. 9TH ST
N.W. CIRCLE BLVD.-N.W. SPRUCE AVE.
TRAFFIC CONTROL

DES'D F. FAC	DRN MCR.	CKD.
DATE	SCALE 1" = 30'	SHEET 1 OF 1

Drawing No. 35


N. W. CIRCLE BLVD.
ST. DR.
SS
ST. DR.
PAYLESS AREA
RICHEY'S
5.5'
N. W. SPRUCE AVE.
30
40
SS
226.4
226.3
226.8
226
CONSUMER POWER


AREA Z
BI-MART
N.W. 9TH ST.
4.5'
60'
80
12'
52'
80'
23'
17.5'
7'
5.5'
W
SS
ST. DR.
12" W
224.3
226

LEGEND

- SS ---- SANITARY SEWER & MANHOLE
- ST. DR. --- STORM DRAIN & MANHOLE
- W ---- WATER
- FIRE HYDRANT
- T ---- TRAFFIC SIGNAL CONTROL BURIED CABLE

CITY OF CORVALLIS
ENGINEERING DEPT.

N.W. 9TH ST. & CIRCLE BLVD.
UNDERGROUND UTILITIES

DES.	DRN. M.C.R.	CKD.
DATE JAN. '70	SCALE 1" = 100'	SHEET 1 OF 1

T-5025(3) Bryant Road-State Street (Lake 1970
Oswego) Sec.
#7507 (Traffic signals)

C4A 4067

C8A 4067

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-150 (1-64)

HIGHWAY DEPARTMENT INVOICE

NO. 115137

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-1-74	CC 1429		3-0601-299

CODE: LAKE0SW

City of Lake Oswego
City Hall
Lake Oswego, OR 97034
ATTN: Mr. Marlin J. DeHaas
Public Works Director

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: TOPICS Project T-5025(3) Bryant Road-State Street Section City of Lake Oswego			
Covered by agreement dated 10-8-70 Contract #7507			
Advance Deposit		16,200.00	
Amount previously transferred		14,200.00	2,000.00
City costs per attached sheet		16,264.00	
Less amount previously transferred		14,200.00	2,064.00
BALANCE DUE FROM CITY			$64.04

RECEIVED
COUNTY & CITY SECTION
SEP 27 1974
☑ ENGR ☑ COOR ☑ DE ☑ AE ■ UE
☑ RPD ☐ CE ☑ RE ☑ RPE ☐

RECEIVED
OSHD FINANCE BRANCH
Check 000558 Amt $64.04
By C.C. Haverland Date 9-27-74
For Lake Oswego Proj T-5025(3)

OREGON STATE HIGHWAY DIVISION

Form A-191—([illegible])
SP*53423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF LAKE OSWEGO
CITY HALL
LAKE OSWEGO, OREGON 97034

Attention of Mr. Marlin J. DeHaas
Public Works Director

Request No. (assigned by staff engineer or head of division) cc 1429

Date July 31, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5025(3)
Bryant Road-State Street Section
City of Lake Oswego

Covered by agreement dated 10/8/70.
Contract #7507

Itemized Statement: CLR-DT FILE #502503 ADVANCE DEPOSIT $16,200.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	16,200.00	
		Amount previously transferred	14,200.00	2,000.00
		City costs per attached sheet	16,264,00	
		Less amount previously transferred	14,200.00	2,064.00
		BALANCE DUE FROM CITY		$ 64.04

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 16,200

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 14,200

Give the number of the last previous request in connection with this same service. cc 1326

Credit distribution: 3-0601-299

Submitted by: GEZ
Gary E. Zehner, Urban Program Engineer
County & City Unit

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 31, 1974

CITY LAKE OSWEGO **Contract No.** 7507 **Date Completed** 12/10/71

PROJECT # T-5025(3) **Section** Bryant Road-State Street Section

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payments to Contractor		$69,783.02
Construction Engineering		9,449.05
TOTAL PROJECT COST		$79,232.07
Federal Aid Funds Collected		$48,953.32
BALANCE		$30,278.75
Items in which FHWA did not participate:		
Final contract payment summary	$ 30.53	
Construction Engineering in excess of 10%	2,218.80	2,249.33
Amount to be Shared by City & State		$28,029.42
City Share per Agreement Dated 10/8/70.		
50% of $28,029.42		14,014.71
100% of non-participating items		2,249.33
		$16,264.04
City's Advance Deposit - 12/8/70		16,200.00
BALANCE DUE FROM CITY		$ 64.04

Reference: Billing Form cc 1429

[illegible] Projects

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date
[illegible]-17-002(1)	7546	517-1032	Jump off Joe Cr. - Louse Cr. Interch.	[illegible]	5-20-
I 5-2(22)[illegible]	P.E.	Various	Canyonville - Jump off Joe Cr.	601,192.45	5-20-
I 80N-3(16)81	P.E.	Various	The Dalles - Celilo Section	251,951.22	5-20-
I 80N-7(4)[illegible]	P.E.	Various	South Baker Jct. - Nelson Section	250,845.64	5-20-
F-ST-5022(3)	7688	4-0603	North St. - 14th St. (Astoria)	43,738.01	5-20-74
FHS-T-5022(4)	7702	9-0604	Mill St. at Portland Ave. (Bend)	15,604.69	5-20-
FHS-T-5015(3)	7702	19-0603	Washington Way at [illegible] Way	34,916.65	5-20-
T-5007(1)	P.E.	15-0601	City of Portland [illegible] Topics Plan	8,192.43	5-20-
T-5025(2)	7551	26-0606	[illegible] St. (Portland) Channelization	46,836.14	5-20-
T-5025(3)	7507	3-0601	Bypass Rte. State St. ([illegible])	48,953.32	5-20-
T-5025([illegible])	7655	34-0602	S.W. Allen Blvd. at Western Avenue (Beaverton)	41,299.97	5-20-
T-5025(7)	7648	3-0603	S.E. McLoughlin Blvd. at S.E. [illegible] (Milwaukie)	17,978.79	5-20-
FHS-T-5025(16)	7678	26-0606	E. Burnside Blvd. at Hood Ave. (Gresham)	8,741.09	5-20-
FHS-T-5025(19)	7754	26-0607	Portland City wide Traffic Signal (unit 2)	55,252.29	5-20-
FHS-T-5021(3)	7700	5-0603	Columbia Blvd at 6th St. & St. Helens St. (St. Helens)	23,504.42	5-20-74

RECEIVED
COUNTY & CITY SECTION
JUN 12 1974
☑ ENGR. ☑ COOR. ☐ LE ☐ FE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ APE ☐

(MEMORANDUM) Post [illegible]al Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DO.O. VOUCHER NO. Lake Oswego

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS Capitol Building, Salem, Oregon

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-5025(3)

VOUCHER PERIOD: FROM 11-10-70 TO 12-29-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$79,232.07	$76,982.74	63.59%	$48,953.32	$45,567.16	$3,386.16	

RECEIVED DIVISION OFFICE BY DATE

FIELD AUDIT MADE BY DATE

PASSED FOR PAYMENT BY DATE

REMARKS

Oregon
$3,386.16

V. E. Skoog, Fiscal Officer, OREDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEMS	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Bryant Road - State St. (Lake Oswego) Section					
	Clackamas County					
	Participating Amount as Shown on Final Voucher	Lump Sum			$71,657.74	
	Time Extension	71	Days	$75.00	5,325.00	
		Total Participating Cost			$76,982.74	
	Non participating Amount as Shown on Final Voucher	Lump Sum			$ 7,574.33	
	Less Time Extension	71	Day	$75.00	(5,325.00)	
		Total Nonparticipating Cost			$ 2,249.33	
		Total Cost			$79,232.07	
	AMOUNT CARRIED FORWARD......					

APPROVED BY
MPTROLLER GENERAL,
U. S. MAY 12, 1966

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

DOT VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5025(3)

VOUCHER PERIOD: FROM 11-10-70 TO 12-29-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$79,232.07	$71,657.74	63.59%	$45,567.16	$45,567.16	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$0.00

V.E. Skoog
Fiscal Officer DOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

ST MENT OF COSTS INCURRED UNDER PROJECT EEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	BRYANT ROAD - STATE ST. (LAKE OSWEGO) SECTION					
	CLACKAMAS COUNTY					
	Construction					
	Type Code Y031					
	Traffic Signal Installation (4 Intersection)					
	Final Contract Payment Summary	Lump	Sum		$72,302.49	
	Total construction Cost				$72,302.49	
	Construction Engineering					
	State	All	Required		$ 7,230.25	
	Liquidated Damages					
	Final Contract Payment Summary	Lump	Sum		$(7,875.00)	
	Total Participating Costs				$71,657.74	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump	Sum		$ 30.53 ✓	
	Construction Engineering				2,218.80 ✓	
	Time Extension	71 days 75.00			5,325.00 ✓	
	Total Nonparticipating Cost				$ 7,574.33	
	Total Cost				$79,232.07	

AMOUNT CARRIED FORWARD......

(6-71)

GPO 914-021

7507

5

Monthly transaction number 2-50	**STATE COPY** …MENT OF TRANSPORTATION …HIGHWAY ADMINISTRATION Bureau of Public Roads	State Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
Modification number 1	(FPM 21-7) 2-15-74	Project number T-5025(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 21, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 71,657.70	$ 76,982.74
Federal funds	$ 45,567.16	$ 48,953.32
Other revisions		

This modification is made for the following reasons:

Based on Post Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15th day of February, 19 74.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Oregon State Highway Division
(Official name of Highway Department)

By

Deputy State Highway Engineer
(Title)

By D. V. Smith
(Division Engineer)
for V. V. CLUSACH
Acting Division Engineer

By ______________________

____
(Title)

By ______________________

____
(Title)

Form PR-2A (Rev. 4-70) Existing stocks of Form PR-2A (Rev. 10-68) will be used.

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 12-63	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-21-70	COUNTY Clackamas
		PROJECT NO. T-5025(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bryant Road-State Street (Lake Oswego)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-10-70	0.00
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT $ 77,943.00	63,549 FEDERAL FUNDS $ 49,523.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By ______________________
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer DEC 21 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal Aid
Project No. T-5025(3)

BRYANT RD.-STATE ST. (LAKE OSWEGO) SECTION

BOONES FERRY RD., COUNTRY CLUB RD. & "A" AVE.

Salem, Oregon, December 18, 1970

Project agreement estimate.

Type Code Y031
Traffic Signal Installations (4 Intersections)

Temporary Protection and Direction of Traffic	All Required	$ 350.00
Traffic Signal Installation Complete	All Required	70,408.00
		$ 70,758.00
Flagging (60% of Contractor's Cost)	All Required	$ 100.00
	Subtotal	$ 70,858.00
	10% Engr. & Cont.	7,085.00
	Total	$ 77,943.00

Length of Project - - - - 0.00 mile

Federal Funds - - - - - - $49,523.00

State Funds - - - - - - - - $14,210.00

City Funds - - - - - - - - $14,210.00

Total $77,943.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

#1
Group 100T

Contract No. 7509

Prefix 3-0601

RECEIVED 1972

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STATE COPY

cc: Area Engr Bryant
OSHD (A E Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

12-12-72

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 7507 10	REPORT NO. 9	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 12/12/72	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. T-5025(3)
COMPLETION DATE 12/10/71	ACCEPTANCE DATE BY CONTRACT AGENCY 7/27/72	TIME ELAPSED 175%	CONTRACT TIME 200 cal. days
APPROVED EXTENSIONS 116 days	LOCATION City streets in Lake Oswego.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
DEC 29 1972
REGIONAL OFFICE

Cy Const. Bridge Young 1-5-73

E. B. KUHNE

NOTED
A. E. JOHNSON

BRYANT ROAD - STATE STREET SECTION
BOONES FERRY ROAD - COUNTRY CLUB ROAD & "A" AVENUE
Traffic Signals

This project provided for the installation of traffic signals at the following intersections:

1. Boones Ferry Road (FAS 681 at Bryant Road) fully actuated three-phase traffic signal system.
2. Country Club Road (FAS 680 at Junior and Senior High School access road) fully traffic actuated five-phase traffic signal system.
3. "A" Avenue (FAS 680 at 8th Street) interconnected pretimed two-phase traffic signals systems. (At 1st, 4th and 8th Streets.)

The project was completed in substantial conformance with approved plans and specifications on December 10, 1971 at which time 355 days had elapsed. The contractor was granted a 116-day extension based on delay time for illumination and traffic poles, the State's late submittal of approved shop drawings to the contractor and an automobile accident which damaged some anchor bolts. This leaves 34 days of liquidated damages to be assessed.

The final cost of the original contract items was $70,758 which is 100% of the total authorized. The grand total including engineering and contingencies was $70,871.22 which is an underrun of 2.8%. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of the project is recommended.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P. E. O'Neil for Wally Bryant		SIGNATURE G. L. Green GLGreen	
TITLE Area Engineer	DATE 12-27-72	TITLE Division Engineer	DATE 12/29/72

REVIEWED 803

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-190 (9-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110087

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	sc 1326		3-0601-299

City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Marlin J. DeHaas, PWD			
Advance Deposit			$ 16,200.00
Partial transfer of advance deposit for construction of the Bryant Road-State St. Section TOPICS project. Contract # 7507			
Covered by agreement dated 10-8-70			$ 14,200.00
to be retained			$ 2,000.00

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ UPE
☑ COOR. ☑ CE
☐ GE ☐ RE
☐ AE ☐ RPE
☑ UE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-[illegible])
SP*53423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF LAKE OSWEGO
CITY HALL
LAKE OSWEGO, OREGON 97034

Attention of Marlin J. DeHaas, PWD

Request No. (assigned by staff engineer or head of division) cc 1326

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5025(3)

Itemized Statement:

Advance Deposit $16,200

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the Bryant Road-State St. Section TOPICS Project. Contract #7507.		
		Covered by agreement dated 10/8/70.		14,200
		TO BE RETAINED		$ 2,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 16,200

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
3-0601-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
AUG 17 1972
FOR FILING

7507

5

August 15, 1972

Wells-Rood-Rood-Hart Company
415 Morgan Building
Portland, Oregon 97205

Gentlemen:

On July 25, 1972, we wrote to you concerning release of final payment on Contract No. 7507 awarded to McCoy Electric Company for traffic signal installation on the Bryant Road-State Street (Lake Oswego) Section of Boones Ferry Road, Country Club Road and "A" Avenue in Clackamas County.

Final payment on this contract is $5,238.92 and the total contract amount is $60,723.02 including $1,544.40 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc McCoy Electric Company
2002 S.E. Clinton St.
Portland, Oregon 97202

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

C. T. Heaney
Walt Hart
V. E. Sheeg
  Attn: John Horr

L. W. Rulien

RECEIVED
AUG 2 -
FOR FIL

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Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

7507

DATE: August 2, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

for

SUBJECT: Oregon Project T-5025(3)
Bryant Road-State Street (Lake Oswego) Section
Request for Time Extension

Cc: Keasey
Hank
Strong
Young
Rulifson
8-4-72

Based on the results of your recent study regarding the required delivery time for illumination and traffic poles, I concur in the 71 day extension.

8-4-72
al

NOTED
A. E. JOHNSON

RECEIVED
AUG 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 28 1972
FOR FILING

S

OREGON STATE
HIGHWAY DIVISION

7507

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7507 Work Completed December 10, 1971

Project Bryant Road-State St. (Lake Oswego)
Boones Ferry Road-Country

Highway Club Road "A" Ave. County Clackamas

Type of Work Traffic Signal Installation

Contractor McCoy Electric Company

Recommended acceptance date July 27, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 8, 1972 for your formal concurrence.

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. E. [illegible]
W. J. Hart

RECEIVED
JUL 27 1972

FOR FILIN

7507

July 26, 1972

McCoy Electric Company
P. O. Box 42151
Portland, OR 97202

Gentlemen:

The State Highway Division has considered your request for an additional 155 days to complete Contract 7507 for work on the Bryant Road-State Street (Lake Oswego) Traffic Signal Installation, in Clackamas County.

Careful consideration has been given to the reasons you submitted, as well as other information pertaining to this project. However, in light of available facts and the provisions of the contract, the State Highway Division has granted you a 116-day extension of time without the assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Bridge Engineer in the Salem office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc George M. Baldwin
Floyd Query
F. B. Klaboe
A. E. Johnson
Walt Hart
L. E. Young
V. E. Skoog
L. W. Rulien
Arvey Nelson

JD:dh ja

RECEIVED
JUL 27 1972
FOR FILING

7507

July 26, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT Extension of Time, Contract No. 7507
Bryant Road-State Street (Lake Oswego) Section
Clackamas County

McCoy Electric Company, contractor for a traffic signal installation project on the Bryant Road-State Street (Lake Oswego) Section in Clackamas County, Contract No. 7507, has requested an additional 155 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites a delay in the delivery of the signal poles, a delay in the State's approval of shop drawings, and repair work on a pole base as reasons for his failure to complete the project within the time allotted.

The contract was awarded December 14, 1970 and allotted 200 calendar days to complete the work, which forecast a completion date of July 13, 1971. The work was completed December 10, 1971 with 350 calendar days charged, an overrun of 150 calendar days.

As a result of the recent study regarding the required delivery time for illumination and traffic signal poles, the contractor is allowed 190 days after the pole order date with an additional 80 days required for erection, wiring and completion.

The delay in approval of shop drawings forced the supplier to reschedule his work which caused further production delays. It has been determined that delays to the project as a consequence totaled 43 days.

(more)

In addition, the contractor was delayed near the completion of the work by two days to repair damage to anchor bolts of one pole damaged by an automobile accident.

With application of the above allowable days (315 total) to the commencement of the calendar day count on December 26, 1970, an allowable completion date of November 6, 1971 has been established, which is 116 days after the original projected completion date of July 13, 1971, and 34 days before the actual completion date of December 10, 1971.

On the basis of the above, and in accordance with authority given me by you, I have granted the contractor a 116-day extension of time without the assessment of liquidated damages, with the remaining 34 days assessed at $75 per day for a total of $2,550.

The Federal Highway Administration has previously concurred in granting 43 days for the delay in approval of shop drawings and two days for repair to the anchor bolts, and their concurrence and participation has been requested for the remaining 71 days of extension granted the contractor. If they do not concur in this matter, participation with federal funds will not be available.

This matter will be on the agenda for your concurrence at the August 8 meeting.

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
Walt Hart
L. H. Young
V. E. Skoog
L. W. Rulien
Arvey Nelson
V. L. Gallagher
Gary Ross
Gary Sund

JD:ag ja

RECEIVED
JAN 28 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7507 Contractor McCoy Electric Co.

Highway Boones Ferry Rd.-Country Club Rd., & "A" Ave.

Section Bryant Rd.-State St. (Lake Oswego)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED**~~. The reasons for such recommendation are as follows:

~~Grant 45 days due to late approval of shop details and repair of anchor bolts. Assess liquidated damages for 105 days because late material delivery is not a reason for an extension of time without assessment of liquidated damages.~~

Delay in pole delivery not sufficient reason for extension of time for 150 days requested.

Grant 116 days for late approval of shop drawings, repair to anchor bolts, and excessive delay in pole delivery.

Recommended for Approval:

Allen C Dawson
Division Engineer

R.W. Ellison
~~Construction Engineer or~~ Bridge Engineer
Admin

R.E. Johnson
Asst.
State Highway Engineer

Contract No.	7507
Project designation	T 502 5(3) Federal
Date awarded	December 14, 1970 ~~December 30, 1970~~
Work started	March 5, 1971 ~~May 3, 1971~~
Per cent completed	100% December 10, 1971
No. of Workdays Allowed	200
No. of Workdays Used	350
No. of Added Workdays Requested	~~45~~ 116 ~~133~~

SP*4800-734

E-230 (Rev.)—[illegible]—9-64

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
DEC 16 1971
FILE:

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 14, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calender from 200 days to 355 days, within which to complete our Contract No. 7507, without the assessment of liquidated damages. The said contract is described as follows: Traffic Signals for Boones Ferry Road - Country Club Road.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Letter Attached

Respectfully submitted,

Mc Coy Electric Company
Contractor

By John Kugler

CONSENT OF SURETY

Date December 15, 1971

We, GREAT AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY:
Attorney-in-fact

COUNTERSIGNED: WELLS-REED-WOOD-WEST Co.
BY:
Resident Agent

(SEAL)

RECEIVED
JUL 26 1972
FOR FILING

7507

July 25, 1972

TO
Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

FROM
A. E. Johnson
Assistant State Highway Engineer

SUBJECT
Bryant Road-State Street (Lake Oswego)
Traffic Signal Installation
Clackamas County
Contract No. 7507
FAP No. T-5025(3)
Request for Extension of Time

McCoy Electric Company, contractor for the subject project, has requested an additional 155 calendar days in which to complete the contract work without the assessment of liquidated damages. The contractor cites a delay in the delivery of the signal poles, a delay in State approval of the shop drawings, and repair work on a pole base as reasons for his failure to complete the contract work within the allotted time.

The contract was awarded December 14, 1970 and allotted 200 calendar days to complete the work, which forecast a completion date of July 13, 1971. The work was completed December 10, 1971 with 350 calendar days charged, an overrun of 150 calendar days.

As a result of the recent study regarding the required delivery time for illumination and traffic signal poles, the contractor is allowed 190 days after the pole order date with an additional 80 days required for erection, wiring and completion. The delay in approval of the shop drawings forced the supplier to reschedule his work, which caused further production delays. It has been determined that delays to the project as a

(more)

consequence totaled 43 days. In addition, the contractor was delayed near completion of the work by two days to repair damage to anchor bolts of one pole damaged by an automobile accident.

With application of the above allowable days (315 total) to the commencement of the calendar day count on December 26, 1970, an allowable completion date of November 6, 1971 has been established, which is 116 days after the original projected completion date of July 13, 1971 and 34 days before the actual completion date of December 10, 1971.

We are recommending that the contractor be granted a 116-day extension of time without the assessment of liquidated damages, with the remaining 34 days assessed at $75 per day for a total of $2,550.

It is noted that by your letter dated March 3, 1971, you have previously concurred in granting 45 days for the delay to approval of shop drawings and repair to the anchor bolts. Your concurrence and participation in the allowance of the remaining 71 days is requested.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
Walt Hart
Vern Skoog
L. H. Young
L. W. Rulien

JD:ag ja

RECEIVED
MAR 7 - 1972
FOR FILE

Form FHWA-121 (12-67)
UNITED STATES G[illegible]ERNMENT

Memorandum

U.S. [illegible]ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7507

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 3, 1972

In reply refer to: 10-35.DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(3)
Bryant Road-State Street (Lake Oswego) Section
Request for Time Extension

I have reviewed your request for a time extension on the subject project. I concur in the 45-day extension in time based on the delays caused by the automobile accident and the State's late submittal of the approved shop drawings to the contractor.

3-7-72
REFERRED TO

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 29 1972

FOR FILING

T-5025(3)
7507

February 28, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Request for Extension of Time
Bryant Street-State Street
Traffic Signal Installation
Contract 7507
FAP No. T-5025(3)

The subject contract was awarded December 14, 1970 and allotted 200 calendar days to complete the work, which forecast a completion date of July 13, 1971. The traffic signal poles were not delivered to the job site until November 4, 1971 and the project was completed December 10, 1971. A total of 350 calendar days were charged to the project, which is an overrun of 150 calendar days.

Although late pole delivery was the primary cause of project delay, the attached bar chart shows the relation of other delays to job progress. Both late approval of shop details and repair work on anchor bolts were delays beyond the control of the contractor and entitle him to an extension of time. An analysis of each item is as follows:

1. Late Approval of Shop Drawings

   The shop drawings for this project were received by the State in Salem on January 28, 1971 and, after being checked, were transmitted to the Resident Engineer on March 2, 1971. This represents a time period of approximately five weeks, where normally only two weeks are required, to check shop details. The pole lengths were verified in the field and it is estimated that the shop drawings were received by the supplier on March 13, 1971. From information furnished by the supplier, the originally scheduled production date was March 1, 1971. Since the supplier did not receive the shop drawings until March 13, he was forced to reschedule his work and give precedence to poles furnished for some State of California projects. It is reasonable to expect that production could have started 30 days after the supplier received the shop drawings. The total time from March 1 represents a 43-day delay to the project.

Contractor Delayed 43 Days

2. Anchor Bolt Repair

An automobile accident bent and damaged the anchor bolts of one pole at the Bryant and Boones Ferry Intersection. Two days were required to make this repair during a time when poles were being erected. Had such work not been necessary, the contractor could have completed installation of the poles two days earlier.

Contractor Delayed 2 Days

Total Delay to Project = 45 Days.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 45-day extension of time with liquidated damages assessed for 105 days at $75 per day for a total of $7,875.

Very truly yours,

George M. Baldwin
Administrator of Highways

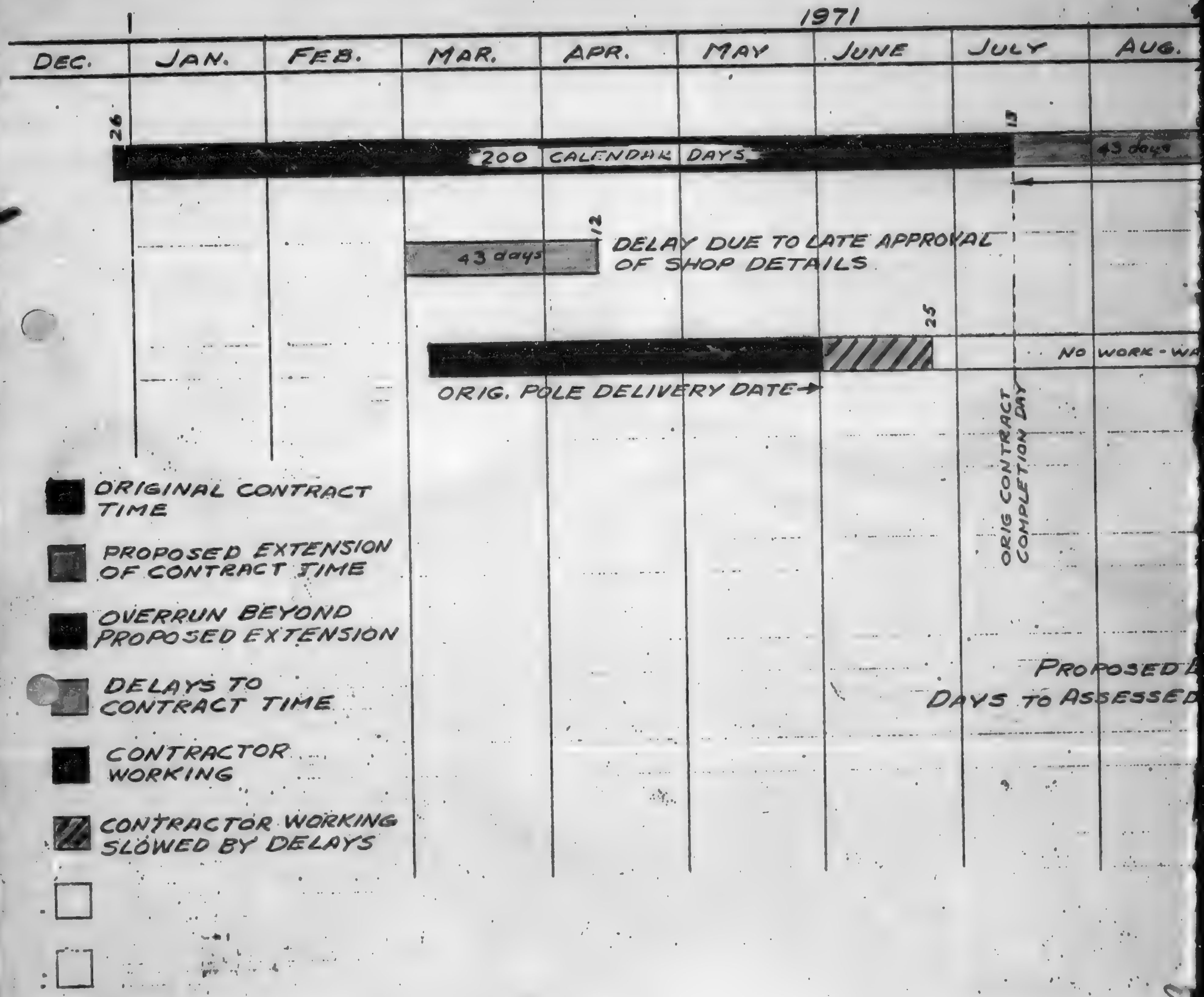
By

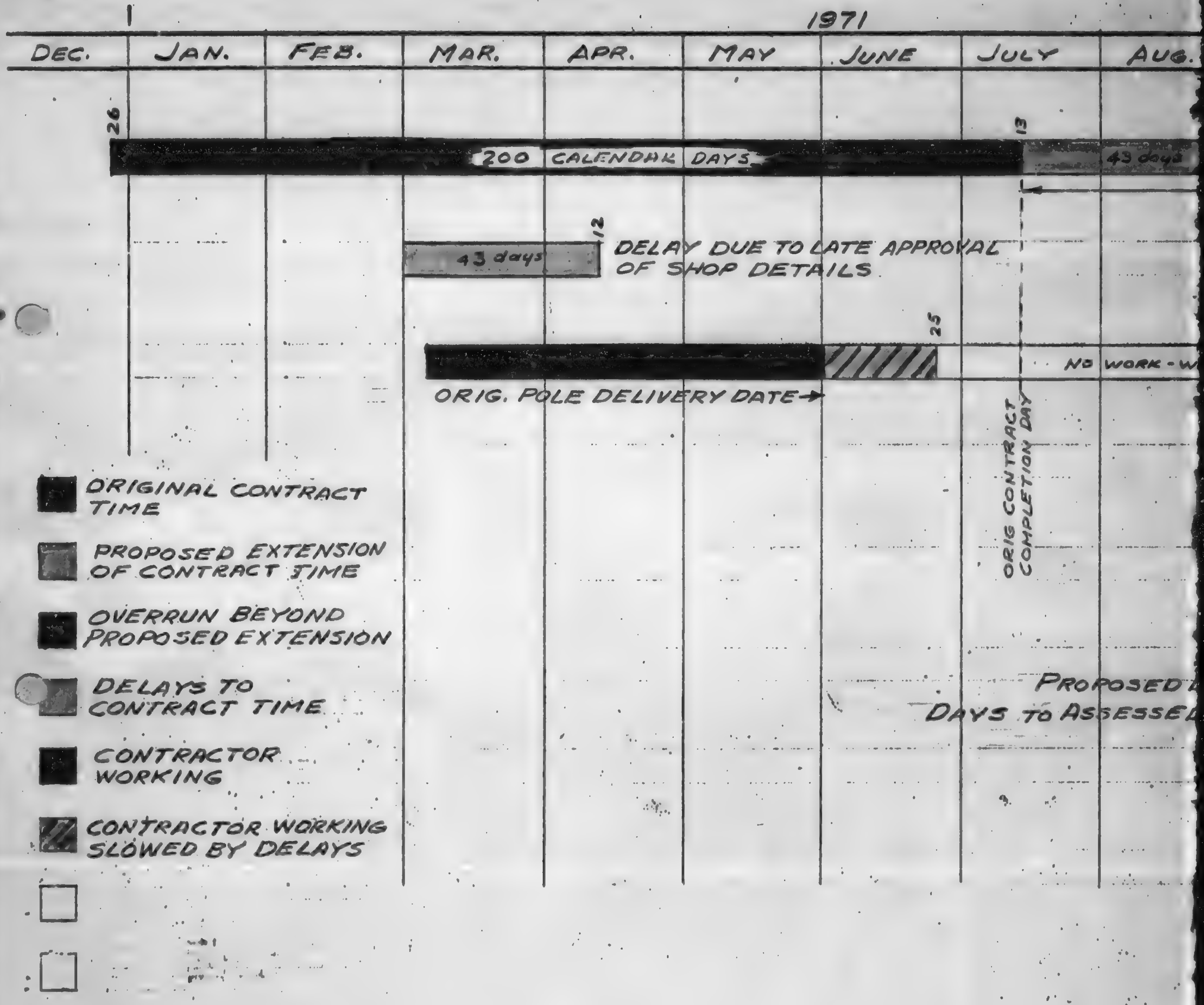
A. E. Johnson
Assistant State Highway Engineer

Attachment

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
L. W. Rulien

RJW:ag ja


1971
DEC.
JAN.
FEB.
MAR.
APR.
MAY
JUNE
JULY
AUG.
26
200 CALENDAR DAYS
13
43 days
12
43 days
DELAY DUE TO LATE APPROVAL OF SHOP DETAILS
25
NO WORK - WA
ORIG. POLE DELIVERY DATE→
ORIG CONTRACT COMPLETION DAY
PROPOSED
DAYS TO ASSESSED
ORIGINAL CONTRACT TIME
PROPOSED EXTENSION OF CONTRACT TIME
OVERRUN BEYOND PROPOSED EXTENSION
DELAYS TO CONTRACT TIME
CONTRACTOR WORKING
CONTRACTOR WORKING SLOWED BY DELAYS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200 CALENDAR DAYS
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DELAY DUE TO LATE APPROVAL
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NO WORK - W
ORIG. POLE DELIVERY DATE
ORIG CONTRACT
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ORIGINAL CONTRACT TIME
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OVERRUN BEYOND PROPOSED EXTENSION
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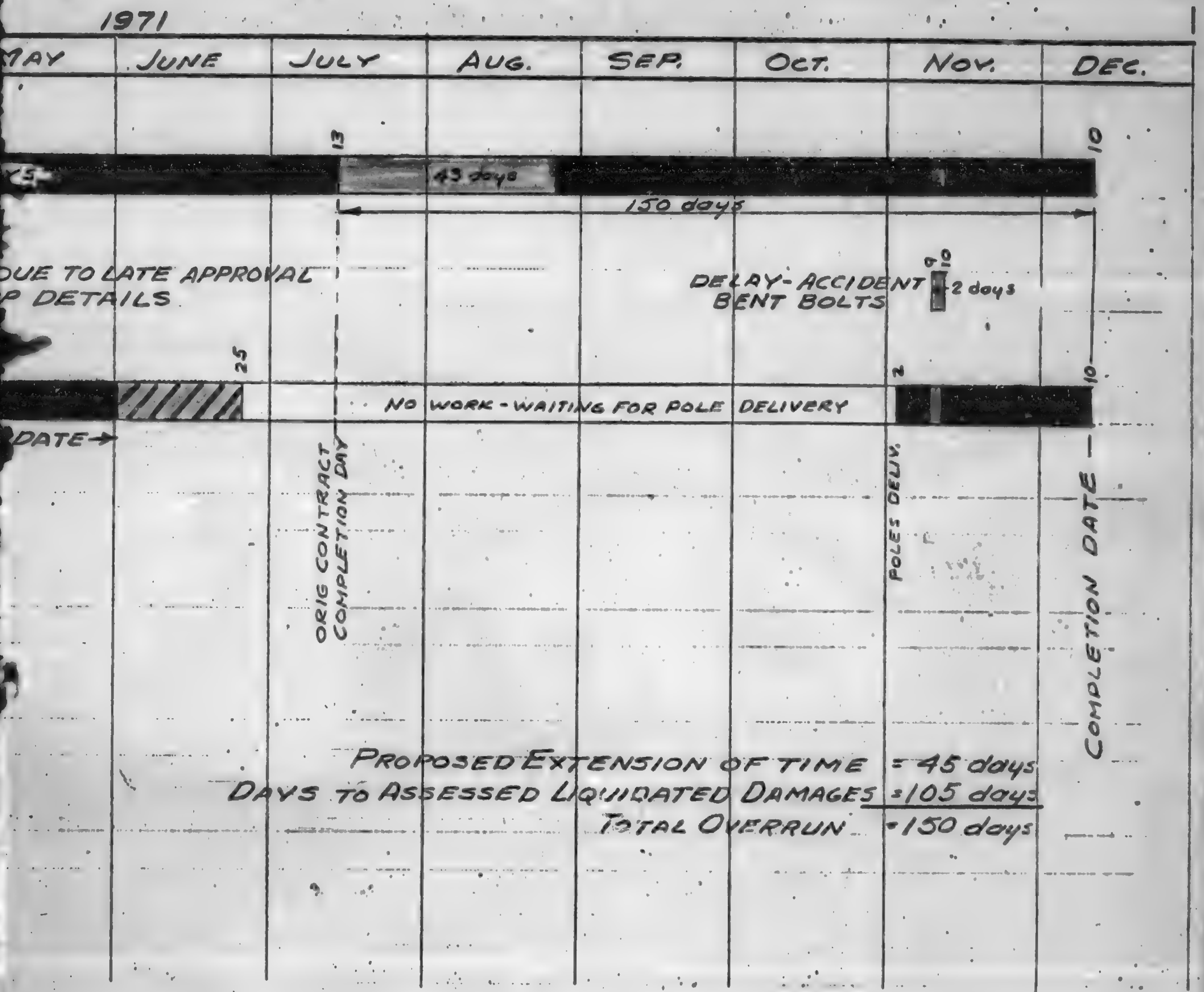
CONTRACTOR WORKING
CONTRACTOR WORKING SLOWED BY DELAYS



PROPOSED EXTENSION OF TIME = 45 days
DAYS TO ASSESSED LIQUIDATED DAMAGES = 105 days
TOTAL OVERRUN = 150 days

BRYANT RD. - STATE ST.
TRAFFIC SIGNAL INSTALLATION
CONTRACT 7505

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 27, 1972

To: Mr. Walter J. Hart
Bridge Engineer
Salem

SUBJECT: Bryant Road-State Street
Traffic Signal Installation
Contract No. 7507
T-5025(3)
200 days
Contr. Request = 155 days

Enclosed find a request for additional time on the subject project, in which to complete work without assessment of liquidated damages. Pertinent data:

Bids received	December 3, 1970
Notice of acceptance of bid and award of contract	December 14, 1970
Action taken	December 10, 1970
Calendar day count started	✓ December 26, 1970 (Saturday)

Other pertinent dates and progress information is included in Nelson's transmittal letter.

Obviously the delay in completion of the project was attributable to the delay in pole delivery. All work necessary or reasonably possible in advance of pole delivery was completed June 25, 1971. (182 days elapsed.

Compl. Date July 13, '71

Poles received on job	November 4, 1971 (314 days elapsed)
Project completed	✓ December 10, 1971 (350 days elapsed) 150 days over

Shop details delivered to State for approval January 28, 1971. Returned to contractor March 5, 1971. (Region copy of transmital received March 8, 1971) Item A of the contractors request is based on delays in approval of shop drawings. Union Metal indicates shop drawings were not returned to them until April, however, Nelson's transmittal and McCoy's indicated six (6) weeks for approval bear out an early March date of return of shop drawings to the contractor. Union Metal indicates a delay in return of shop drawings allowed other priority work to squeeze in ahead of the poles for this project.

I concur with the contractor and Nelson that six weeks for approval of shop drawing is excessive, but how to split up the responsibility for delays is not obvious to me. Apparently the pole fabrication normally needs 30 days lead time to commence fabrication. The implication is that fabrication could not commence on the date originally scheduled due to delay in return of shop drawings so the fabrication was put in limbo.

It would seem to me fabrication should have started within 30 days of return of shop drawings so the outside limits of delay to fabrication I can recognize, would be 30 days after March 8 or about 40 days after the originally scheduled date of about March 1.

I recommend a 40 day extension be allowed due to delays in approval of shop drawings. This includes time allowance for Item B in the contractors letter.

Items C did not affect completion of the contract, since completion date was set by pole delivery date.

Items D and F are confirmed by Nelson, but involve no seperate request for additional time.

Item E, repair of damage to anchor belts, does not appear to have had the effect on the job claimed by the contractor. The pole at this location was erected in conjunction with hanging the mast arms. Probably having to set the pole did increase the time it took to hang the mast so some time is justified. The two days recommended by Nelson, with which I concur, is very generous.

Total time recommended by this office is 42 days. If this recommendation is accepted there would remain 108 days liquidated damages.

L. W. Rulien
Regional Engineer

by

A. C. Harwood
Regional
Construction Engineer

ACH/bd
enc
cc Arvey Nelson

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tigard 97223
January 14, 1972

SUBJECT: Time Extension Request
Bryant Road--State Street
Lake Oswego
Traffic Signal Installation
Contract 7507

To: Mr. L. W. Rulien
Regional Engineer
P. O. Box 02157
Portland 97202

ATTENTION: Mr. A. C. Harwood
Reg. Const. Engr.

Submitted for your consideration is a time extension request received from McCoy Electric Company asking that the 200 calendar days specified for the completion of contract work be increased to 355 days.

McCoy Electric Company was awarded this contract December 10, 1970, with the calendar day count beginning December 26. The 200 calendar days allowed for completion expired on July 13, 1971. Contract work was not, however, completed until December 10, 1971, at which time 150 days of liquidated damages had been assessed the contract.

Work performed by this contract consisted of the installation of traffic signals at five intersections within the City of Lake Oswego. The contract amount to accomplish this work was $70,758.00.

A very late pole delivery is definitely the cause of the delayed contract completion and liquidated damages. In that the extension request submitted is rather general and non-specific in mentioning several items which allegedly have contributed to contract delay; the following contract progress summation is presented as a means to knowledgeably evaluate and determine the true cause of the delayed contract completion and provide for a deserving extension recommendation.

12/03/70 Bids Received.

✓ 12/10/70 Contract awarded.

12/24/70 Purchase contract signed between contractor and materials supplier. Contractor advises a verbal authorization was given supplier to start preliminary paper work obtaining materials at the time of contract awarding.

1/14/71 Itemized material purchase invoice submitted to contractor by supplier. Quoted pole delivery on material invoice stated pole delivery on or before 6/10/71.

1/22/71 Traffic signal equipment brochures submitted by contractor for approval.

1/29/71 Approved signal brochures returned to contractor.

1/28/71 Shop drawings for signal poles and arms hand delivered to Salem for approval by supplier.

3/02/71 Approved as noted pole drawings transmitted from Salem to field office to obtain verified pole lengths. Copy of 3/02/71 Salem transmittal letter sent to supplier. ✓

3/05/71 Pole drawings with pole lengths forwarded to contractor.

3/05/71 Contractor began field construction work.

March Activities:

Rather sporadic field work by contractor during month of March. Significant work completed limited to installing conduit runs at roadway crossings.

April Activities:

Week 1 - Installing messenger cable for signal interconnect system.

Week 2 - Prepare to pour pole bases.

4/06 & 4/07/71 - Augered all 22 pole footing bases. At this date the contractor anticipated a mid-April anchor bolt delivery as previously quoted.

4/19 & 4/22/71 - Poured six pole footings utilizing all anchor bolts available at this date. The pouring of the remaining sixteen pole footings delayed until additional anchor bolts received. (See attached letter dated May 7, 1971, addressed to Union Metal Company.)

Week 4 - Started sawing and placing loop detectors.

May Activities:

Week 1 - Completed placing and epoxying loop detectors.

Remainder of month - Performing somewhat make work items and other miscellaneous work. Awaiting delivery of anchor bolts to complete footing pours.

June Activities:

Week 1 - Anchor bolts delivered and remaining footings poured.

Weeks 2 & 3 - Installing wire through conduits to pole bases and controller pads. Performing extra work at high school revised right turn.

Week 4 - No activity. All work completed awaiting delivery of poles. (See enclosed letters by contractor dated 6/01/71 and 6/29/71.)

We confirm that as of June 25, 1971, all possible work had been performed by the contractor prior to pole delivery. I feel, definitely, had it not been for delayed anchor bolt delivery, all work that was available to the contractor to accomplish prior to pole delivery would have been completed by June 1st.

July Activities:

No activity. Contractor awaiting pole delivery.

August Activities:

No activity. Contractor awaiting pole delivery.

September Activities:

No activity. Contractor awaiting pole delivery.

October Activities:

No activity. Contractor awaiting pole delivery.

November Activities:

11/04/71 - Poles delivered to job site. Contractor working all month erecting poles and signals. Considerable unanticipated additional work encountered by contractor in pole erection due to a fabrication misalignment of bolt holes attaching arms to poles. With all poles up the contractor found the mast arms would not mount to poles without first reaming the arm bolt holes and re-tapping the pole threaded holes.

11-16-71 - Signals operational at the high school intersection.

December Activities:

Week 1 - Complete signal installation.

12-01-71 - Signals operational at intersections of First & "A", Fourth & "A", and Eighth & "A" Avenues.

12-10-71 - Signals operational at intersection of Bryant Road and Boones Ferry Road. Last day of liquidated damages.

Week 2 - Complete cleanup and perform miscellaneous pickup work. Correct minor problems in signal equipment.

12/23/71 - Final Inspection.

Submitted by the contractor in the 150 day extension request are items listed A through F. Our position and recommendation for each is as noted.

Item A. Shop drawings for poles and arms were retained 4½ weeks in Salem. (1/28/71 through 3/02/71)

A five week period did elapse in returning "approved as noted" pole shop drawings to the contractor. I have been advised a two to two and one-half week approval period for shop drawings is normally required. I, therefore, recommend 21 additional days be allowed due to the delayed approval of pole shop drawings.

Item B. I feel the information presented by the Union Metal Company letter of December 6, 1971, accompanying to the extension request, tends to confirm our three week recommendation in Item A as being reasonable.

As stated in the Union Metal letter, pole fabrication is tentativly scheduled approximately thirty days after pole shop drawings are submitted. With shop drawings submitted by the supplier on 1/28/71, the original pole production date would have been scheduled for 3/01/71. On March 2 a copy of the Salem transmittal letter was mailed to the supplier stating pole shop drawings approved except for verified pole length. I would assume with this information available to the supplier he would be able to estimate a firm production slot for our poles. With the transmittal of approved shop drawings to the contractor on 3/05/71, it would be reasonable to expect that these drawings were received by the manufacture prior to 3/15/71. At most then, our delayed approval of pole shop drawings could only have delayed the scheduled production by the two weeks from 3/01/71 to 3/15/71. I would think a three week extension would certainly allow compensation to cover all problems which may have occurred in rescheduling the pole production.

Item C. A two-man crew expended approximately 24 hours performing extra work revising a right turn lane movement. It should be noted this extra work was completed in June, five months prior to pole delivery. Had the anchor bolt delivery been made as quoted by the pole supplier, this work would have been completed in May. In that the extra work did not affect contract completion and further that this work was performed during a period of previously recommended extension in Item A, I recommend no additional time be allowed for this extra work.

Item D. Information presented in 6/29/71 letter is correct. On 6/25/71 the contractor had completed all work possible to be performed prior to pole delivery.

Item E. An automobile accident of 10/29/71 did bend and damage bolts at Bryant and Boones Ferry intersection. Two men worked one and one-half days, 11/09/71 and 11/10/71, repairing the bolt damage. McCoy Electric submitted a repair bill to the insurance company which included 22 hours labor. The erection of this particular pole may well have been delayed ten days while repairing the anchor bolts; however, it certainly did not delay contract work as this pole was simply erected at that later time the pole mast arms were being mounted on the poles. I would recommend two additional days be allowed for delay caused by anchor bolt repair.

Item F. I will confirm that after the poles did arrive on job site the contractor did make every effort to complete the contract work as soon as possible.

In summation, I find justification in granting this contract a 23-day time extension. There is no question but what a late pole delivery is responsible for the $11,250.00 liquidated damages assessed this contract. Likewise, there is no denying the State did not return approved shop drawings to the contractor as promptly as is normally expected. It should be mentioned I have made repeated requests through our contractor to have the pole supplier submit specific dates and specific jobs which possibly did have their pole fabrication rescheduled ahead of our job due to the delayed shop drawings. Further I asked they be specific in the additional delay these jobs created in the entering of Contract 7507 poles into the production schedule over the two week shop drawing delay. This information has not been received as requested. Without documentation I certainly will not assume that a possible two week delay in obtaining approved shop drawings is totally responsible for the five month pole delivery delay.

Arvey D. Nelson
Resident Bridge Engineer

ADN:mcp

Enclosures

RECEIVED
FEB 28 1972

FOR FILING

T-5025(3)

7507

February 22, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Bryant Road-State Street(Lake Oswego)
Traffic Signal Installation
FA Project No. T-5025(3)
Contract No. 7507

Your Construction Inspection Report No. 8 stated that the project would be accepted by you when all of the intersections have been striped in accordance with the Manual on Uniform Traffic Control Devices.

This is to advise you that the striping has now been completed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. B. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

RJW:ag ja

RECEIVED
FEB 2[illegible] 1972

FOR FILING

T-5025(3)
7507

February 1, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

476

Dear Sir:

Re: Bryant Road-State Street (Lake Oswego) Section
Traffic Signal Installation
FA Project No. T-5025(3)
Contract No. 7507

Your Construction Inspection Report No. 8 for the above project has been received.

The striping is not a part of the contract work and will be done by City forces, when weather permits.

The contractor's time extension request has been under review by the Region office and your concurrence in a final recommended extension will be requested after review by this office.

The primary cause of project delay was late pole delivery, one of the delays mentioned in your report. Although not usually a valid reason for a time extension, the widespread occurrence throughout the State of late delivery of illumination and signal poles makes it an exceptional and unique cause of project delay. Usually, this cause of job delay is beyond the control of the contractor and it is felt he should not be penalised because of it.

There are only three principle pole manufacturers in the country: Union Metal Company of Canton, Ohio; Valmont Industries in Valley, Nebraska; and Amaron (formerly Weld-Rite) of Oakland, California. The fact that there are so few suppliers, all of which are located outside the State, makes it difficult to obtain prompt delivery.

In addition, the orders for some projects are small in comparison to those received from many cities and for that reason they do not obtain prompt consideration by the fabricator.

Although our structural details are such that they do not lend themselves to the use of standard poles, some manufacturers will not even guarantee prompt delivery of the standard poles listed in their catalogs.

In view of the above, it is requested that you give further consideration to late pole delivery as a valid reason for an extension of contract time, especially if it can be shown that the contractor has done everything he can possibly do to obtain prompt delivery.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

RJW:ag ja

Wright ~~Bryant~~

cc: Bryant, Area

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. D[illegible]RTMENT OF TRANSPORTATION
FED[illegible]AL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

sf

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 8	REPORT NO. 8	COUNTY * Clackamas	DIVISION Oregon
DATE OF INSPECTION 12-23-71	INSPECTION MADE BY P. E. O'Neil, Asst Area Engr		PROJECT NO. T-5025(3)
IN COMPANY WITH *See Below			

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 175 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
JAN 14 1972
7507

REGIONAL OFFICE
1-18-72
REFERRED TO
al
BY DEPUTY STATE HIGHWAY ENGINEER

BRYANT ROAD - STATE STREET SECTION
BOONES FERRY ROAD - COUNTRY CLUB ROAD & "A" AVENUE
Traffic Signals

*Marlin J. DeHaas - City Engineer, Lake Oswego
Earl M. Bussler - Traffic Tech, Lake Oswego
A. Harwood - Regional Construction Engr, OSHD
A. Nelson - Resident Engr, OSHD

All physical work was satisfactorily completed in substantial conformity with the approved plans and specifications on December 10, 1971, at which time 350 chargeable days had elapsed. The contract time was 200 calendar days having 150 days for which liquidated damages will be assessed.

to Const 1-18-72

The contractor has submitted a request for a time extension for 155 days. The request for time is based on the following reasons:

1) An alleged holdup of the suppliers shop drawings by the State.
2) The additional work added to the contract.
3) Delay on pole delivery by the pole supplier.
4) An automobile accident which bent anchor bolts on one footing.

It is recommended that time be granted for the holdup on the shop drawings, the additional work and the automobile accident. However, the supplier delay is not considered to be a justifiable reason for a time extension under Section 108.08(b) or 108.09 of the Standard Specifications.

The project will be accepted when all of the intersections have been striped in accordance with the Manual on Uniform Traffic Control Devices.

The materials reports were reviewed as the project progressed and were found in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

Routing
Morgan
Ducker
Bond
Pease
Swan

RECEIVED
JAN 10 1972
CONSTRUCTION DIVISION

RECEIVED
JAN 17 1972
OFFICE OF STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

FORM PR-33B
(REV. 5-70) PREVIOUS EDITIONS WILL [illegible]

I-5025(3)
7507

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bryant Road - State Street (Lake Oswego)		WEEK ENDING: January 7, 1972
		SECTION PREFIX: 3-0601
	HIGHWAY: Boones Ferry & Country Club Roads, & "A" Avenue	COUNTY: Clackamas
NAME OF JOB: Bryant Road - State Street	KIND OF WORK: Traffic Signal Installa tion	
CONTRACTOR: McCoy Electric Company	CONTRACT NUMBER: 7507	FEDERAL AID PROJECT NUMBER: T-5025(3)
DATE OF CONTRACT: December 10, 1970	DATE WORK STARTED: March 5, 1971	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 200	CALENDAR DAYS USED: 350
PROJECT AUTHORIZATION: $ 81,132.41	SPECIFIED COMPLETION DATE: July 13, 1971	PERCENT OF TIME ELAPSED: 175%
EXCLUSIVE OF ENGINEERING: $ 74,046.61	ENGINEERING AUTHORIZATION: $ 7,085.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 72,333.02	ENGINEERING COST TO DATE: $ 7,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
ESTIMATED PERCENT: ~~OVERRUN~~ Underrun 2.3 %	PERCENT OF AUTHORIZATION: 99 %	DATE PROJECT WAS COMPLETED: December 23, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None - No activity

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	All signals complete							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				BEN GIFFORD
SATURDAY				

Routing
Morgan MK
Decker
Bond
Wagner
Boehme
Johnsen NJ

RECEIVED
JAN 10 1972
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	No activity this week
MONDAY 3	
TUESDAY 4	
WEDNESDAY 5	
THURSDAY 6	
FRIDAY 7	
SATURDAY 1	

REMARKS

Final report. Semi-final was submitted this week.

Const.

SIGNED ____ LOCATION Tigard 97223

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JAN 7 1972
FOR FILING

STATE COPY

**OREGON STATE
HIGHWAY DIVISION**

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

T-5025(3)

7507

December 22, 1971

NOTED
A. E. JOHNSON

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Fed.-aid Proj. No. T-5025(3)

cy Constr. Young 1-6-72

Dear Sir:

All work under Contract No. 7507, Bryant Road-State St. (Lake Oswego) Section of the Boones Ferry Road-Country Club Road Highway in Clackamas County, was completed on December 10, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Program and Planning Engineer

RECEIVED
JAN 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Federal Highway Administration
Oregon Division Office Endorsement

Date 12-23-71

Conditions noted on above date: This project will be accepted upon completion of the pavement striping in accordance with the manual on uniform traffic control devices.

for

R. E. Simpson
Division Engineer

NOTED
TOM EDWARDS

November 30, 1970
(date)

Mr. Deane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway City Streets TOPICS T-5025(3)

Section Bryant Road-State Street Section: Traffic Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

December 1, 1970
(date)

By
Mayor

By
~~Commissioner~~

By
~~Commissioner~~

cc: L. H. Young
Attn: Duane Ridings

RHP

T-5025(3)
7507

Form E-266—6M

STATE COPY G.P

APPROVED EFFECTIVE DATE [illegible]-71
Contingent upon modification of the project agreement if additional funds are required.
BY J. Mulach
TITLE Dist. Engineer
DATE 10-13-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Bryant Road--State Street
Date September 27, 1971
Highway Boones Ferry Road--Country Club Road
Contract No. 7507
County Clackamas
Prefix 3-0601
Contractor McCoy Electric Company
F. A. Project No. T-5025(3)
Address 2002 S. E. Clinton Street, Portland, OR 97202
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

At location of revised and added right turn lane; place 2-inches asphalt overlay and install extruded asphalt curb.

To Construction 10-15-71

Location by station numbers:

Intersection of Country Club Road and Lake Oswego High School driveway.

Estimate of quantities and cost:

Labor:	$150.00
Equipment	150.00
Materials	150.00
TOTAL	$450.00

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Right turn lane revision initiated after contract awarded and work started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$81,132.41
Present estimate of project cost, including $450.00 for work under this order	$81,132.41
Expected under-run over-run amount	$-0-
Expected under-run over-run per cent	-0-

Space to right of this line is for use of Salem Office

Submitted by: [illegible]
Resident Engineer

Approval Recommended: Walter J. Hart Adm.
~~Construction Engineer or~~ Bridge Engineer

Approval Recommended:
Division Engineer

Approved: [illegible]
~~Deputy State Highway Engineer, Assistant State Highway Engineer or~~ ~~Office~~ Engineer. (Construction)

SP*23271-725

T-5025(3)

Form E-[illegible]

7507

RECEIVED
JUL 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 5-12-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 7-2-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Bryant Road--State Street (Lake Oswego)
Highway Boones Ferry Road--Country Club Road & "A" Ave.
County Clackamas
Contractor McCoy Electric Company
Address 2002 S. E. Clinton Street, Portland, Or

Date
Contract No. 7507
Prefix 3-0601
F. A. Project No. T-5025(3)
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate strain pole location and add right turn lane to eliminate an uncontrolled free right turn through a pedestrian crossing.

Location by station numbers:

Intersection of Country Club Road and Lake Oswego High School driveway.

Estimate of quantities and cost:

Equipment	$ 400.00
Labor	350.00
Materials	250.00
TOTAL	$1,000.00

NOTED
TOM EDWARDS

RECEIVED
JUN 15 1971
BRIDGE DIVISION

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Plan traffic signal installation revised after contract awarded and work started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 81,132.41
Present estimate of project cost, including $ 1000.00 for work under this order	$ 81,132.41
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved Adm. Deputy State Highway Engineer or

7-7-71

RECEIVED
MAY 3 1971

FOR FILING

Topics
Lake Oswego

T-5025(3)

1134

April 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 08-35-DA

We concur with your suggestions of April 21 involving a revision in the signal installation at the Senior High School access and Country Club Road intersection in Lake Oswego.

We will proceed to work with your Area Engineer, our Resident Engineer and the Traffic Section to accomplish the necessary revisions.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. E. George
L. W. Rulien - Enc.

LEG:mk srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 21, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(3)
Bryant Road - State Street (Lake Oswego) Section
Intersection of Country Club Road & Junior and Senior High Schools Access Road

The free right turn movement from the Senior High School to Country Club Road conflicts with the pedestrian movement from the Junior and Senior High Schools. From traffic figures supplied by the City of Lake Oswego this is the heavy pedestrian movement. Some revision is necessary to protect the pedestrians. Elimination of the free right turn appears to be the most feasible solution.

APR 28 1971

orig to George
4-27-71

RECEIVED
APR 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

REGISTERED MAIL RETURN
RECEIPT REQUESTED
April 26, 1971

C.C. 3098 NOTICE
(Public Work of Construction)

GENERAL CONTRACTOR:

Name McCoy Electric Company

Address 2002 S. E. Clinton Street, Portland Oregon 97202

PUBLIC AGENCY (For Whom Work is Performed):

Name Oregon State Highway Dept, Room 121

Address State Highway Bldg., Salem, Oregon 97310

NOTICE IS HEREBY GIVEN TO YOU AND EACH OF YOU pursuant to Section 3098 of the California Civil Code that Claimant ECONOLITE, A Division of Tamar Electronics, Inc. whose address is 8900 Bellanca Avenue Los Angeles, California 90045 will ~~has~~ furnish~~ed~~ labor and/or materials generally consisting of Traffic Lighting, Signals and Related Materials. to Contractor McCoy Electric Company in connection with that certain work of improvement described as Oregon State Highway Department - Bryant Road - State Street (Lake Oswego) Contract #7507

DATED: April 26, 1971

ECONOLITE, A Division of Tamar Electronics, Inc.
(Claimant)

By Richard Cazis
Richard Cazis
Credit Manager

bw

cc: McCoy Electric Company
Great American Ins. Co.
Ed Gossack - Salem, Ore.

RECEIPT REQUESTED
April 26, 1971

C.C. 3098 NOTICE
(Public Work of Construction)

GENERAL CONTRACTOR:

Name McCoy Electric Company

Address 2002 S. E. Clinton Street, Portland Oregon 97202

PUBLIC AGENCY (For Whom Work is Performed):

Name Oregon State Highway Dept, Room 121

Address State Highway Bldg., Salem, Oregon 97310

NOTICE IS HEREBY GIVEN TO YOU AND EACH OF YOU pursuant to Section 3098 of the California Civil Code that Claimant ECONOLITE, A Division of Tamar Electronics, Inc. whose address is 8900 Bellanca Avenue Los Angeles, California 90045 will XXXs furnishXX labor and/or materials generally consisting of Traffic Lighting, Signals and Related Materials. to Contractor McCoy Electric Company in connection with that certain work of improvement described as Oregon State HIghway Department - Bryent Road - State Street (Lake Oswego) Contract #7507

DATED: April 26, 1971

ECONOLITE, A Division of Tamar Electronics, Inc.
(Claimant)

By Richard Cazis
Richard Cazis
Credit Manager

bw

cc: McCoy Electric Company
Great American Ins. Co.
Ed Gossack - Salem, Ore.

RECEIVED
JAN 5 - 1971
FOR FILE

T-5025(3)

7507

January 5, 1971

McCoy Electric Company
2002 S. E. Clinton Street
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7507 for a traffic signal installation on the Bryant Road-State Street (Lake Oswego) Section of the Boones Ferry Road, Country Club Road and "A" Avenue Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc Great American Insurance Company
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
Enrique Rodriques
L. W. Rulien

DEC 16 1970

T-5025(3)
7507

December 15, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of December 7, 1970, is requested in the award of contract for the Bryant Road-State Street (Lake Oswego) Section, Project No. T-5025(3).

The contractor receiving the award is McCoy Electric Co., in the amount of $70,758.00, with Contract No. 7507 assigned. This bid was received on December 3, 1970, and awarded on December 10, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By RNC

for L. E. Young
Program and Planning Engineer

Federal Highway Administration Endorsement
Date________________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:ia

DEC 15 1970
FOR FILING

T-5025(3)
7507

December 14, 1970

McCoy Electric Company
2002 S. E. Clinton Street
Portland, Oregon 97202

Gentlemen:

The State Highway Commission on December 10, 1970, accepted your proposal for a traffic signal installation on the Bryant Road-State Street (Lake Oswego) Section on Boones Ferry Road, Country Club Road and "A" Avenue in Clackamas County for the sum of $70,758 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

Those conditions were fulfilled and the State Highway Engineer later that same day awarded you the project, which has been assigned Contract No. 7507.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 26, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan I. D. Merchant
Enrique Rodriques L. W. Rulien
William Geibel (SAIF)

DATE	FU DESCRIPTION	ACC T	AMOUNT	TOTAL
11/30/70	Cities Share, State St.-Bryant Rd. Signalization	17-564	16,200.00	

RECEIVED
COUNTY & CITY SECTION
DEC 8 - 1970
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☒ UE
☒ UPE ☐ CE ☐ UE ☐ NPE ☐

☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE

bc: F. B. Crandall
L. W. Rulien

December 3, 1970

Mr. Deane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

Dear Mr. Seeger:

On December 3, 1970, the State Highway Commission opened bids on the Bryant Road-State Street Section TOPICS project. The apparent low bid was submitted by McCoy Electric Company of Portland.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$70,758
Anticipated additional item (flagging)		100
	Total	$70,858
Engineering & contingencies (14.5%)		10,274
	Total	$81,132

City's advance deposit:
20% of TOPICS items ($16,226) rounded to $16,200

As the contract cannot be awarded until the City has deposited its estimated share of cost, please forward at your earliest convenience a check or warrant to this office in the amount of $16,200 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN B
Richard H. Bladorn
Urban Program Engineer

RHB:mm

cc

BRYANT ROAD-STATE STREET (LAKE OSWEGO) SECTION

CITY STREETS

CLACKAMAS COUNTY

FAP No. T-5025(3)
Traffic signals

Bids to be received December 3, 1970

1. Temporary Protection and Direction of Traffic	All Specified	$ 200.00	350
2. Traffic Signal Installation, Complete	All Specified	72,900.00	70 408
	For Comparison of Bids	$73,100.00	70,758

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$73,100.00	70,758
Anticipated Additional Items: Flagging (State Share)	$100.00	100.00	100
		$73,200.00	70,858
Engr. & Cont. (14-1/2%)		10,614.00	10,274
			81,132
Estimated Net Authorization, Constr.		$83,814.00	

Advance Deposit 20% 16,226

round to 16,200

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northeast
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

73,100

PROJECT # 2
Bryant Road-State Street
(Lake Oswego) Section
City Streets, CLACKAMAS COUNTY -
(Traffic Signals)

OWNER: Oregon State Highway Department

DATE: December 3, 1970 **PAGE:** 1 of 1

1. McCoy Elec. Co. (Portland)
2. Olson Elec. Co. Inc. (Vancouver)
3. Sims Elec. Inc. (Roseburg)
4.
5.
6.
7.
8. Graham Elec (Portland) 76 894
9. W R Grasle ~~Grassley~~ Co. 78,200
10.
11. 73100
70758
12. 2342
13. 3.20%
under
14.

QUANTITY	DESCRIPTION	Item No.	#1 UNIT PRICE	#2 UNIT PRICE	#3 UNIT PRICE
	L.S. Temp. Prot. & Dir. of Traffic	1	350.00	600.00	500
	L.S. Traffic Signal Installation, Complete	2	70,408.00	72,000.00	75000
			70,758.00	72,600	75600?
	Flagging		100		
		70	858		
	Engr. & Cont. 14.5%	10	274		
		81	132		
	Advance deposit 20%	16	226		
		16	200		

® SAFECO Insurance Company of America, registered trademark owner.

DATE OF OPENING BIDS December 3, 1970

NO. OF BIDS RECEIVED 5

OREGON STATE HIGHWAY DEPARTME

ITEMIZED BIDS RECEIVED

SECTION Bryant Road-State Street (Lake Oswego)

HIGHWAY City Streets

COUNTY Clackamas

TYPE OF WORK Traffic Signals

				McCoy Electric Company Portland		Sims Electric, Inc. Roseburg
NO.	ITEM	QUANTITY	UNIT	UNIT BID	AMOUNT	UNIT BID
1	TEMPORARY PROTECTION AND DIRECT TRAFFIC	1.000	LUMP SUM	350.00	350.00	500.00
2	TRAFFIC SIGNAL INSTALL COMPLETE	1.000	LUMP SUM	70408.00	70,408.00	75100.00
	TOTAL BID				70,758.00	75,600.00

LOW BID

F.A.P. NO. T-5025(3)
SHEET NO. 1 OF 1 SHEETS PAGE 2

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED BIDS RECEIVED

McCoy Electric Company Portland		Sims Electric, Inc. Roseburg	Olson Electric Company, Inc. Vancouver,Wn.	Graham Electric Company Portland	W.R. Grasle Co. Portland	
UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
350.00	350.00	500.00	600.00	1894.00	1900.00	
70408.00	70,408.00	75100.00	72000.00	75000.00	76300.00	
	70,758.00	75,600.00	72,600.00	76,894.00	78,200.00	
LOW BID						TOPIC

[illegible] NOV 24 1970

FORM PR-1240
(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: T-5025(3)

STATE PROJECT NO.: BRYANT ROAD - STATE ST. (LAKE OSWEGO)

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME CLACKAMAS
	ITEM NO. T-18	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO: T-5025(3)
[illegible]507

11-19-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young [illegible],
11-24-70

DATE PS&E APPROVED NOVEMBER 10, 1970	DATE AUTHORIZATION EFFECTIVE NOVEMBER 10, 1970	FEDERAL ROUTE NUMBER FAS ROUTE #680 STATE ROUTE NUMBER CITY STREET

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 9, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

DATE 11-19-70	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Zapo

10-28-70

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5025(3)
Project Name: TOPICS Signalization
(Lake Oswego) Section

Gentlemen:

Regarding the salvage of the existing traffic control control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged and request that the contractor be directed to stockpile these items at City Public Works Shop. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Lake Oswego, Oregon, this 28th day of October, 19 70."

CITY OF LAKE OSWEGO
By Deane Seeger
Deane Seeger
Title City Manager
By
Title

RECEIVED
COUNTY & CITY SECTION
OCT 20 1970
☑ ENGR. ☑ COOR. ☐ LE ☐ FE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

CC: F.B. Crandall
L.W. Rulien
C.G. Swenson
R.N. Chase
C.T. Christianson FHWA

10/19/70

FORM 2-30-X (12-67)

T-5025(3)
7507

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 27, 1970

To: Mr. L. H. Young
Program & Planning Engineer

PROGRAM & PLANNING

SUBJECT: Right of Way Status
TOPICS Project
December 3, 1970
Bid Opening

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above projects scheduled for contracting on the above date.

On the following projects, all rights of way and rights of entry are acquired.

Bryant Rd. - State St., (Lake Oswego) Section

N. W. Circle Blvd. - N. W. Spruce Ave. Section

All the right of way on these projects involving occupied improvements was acquired and possession taken prior to August 23, 1968; consequently, the certifications required under paragraph 5 and 16b of IM 80-1-68 do not apply.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ph

cc F. B. Klaboe ✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
OCT 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 10-49

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-22-70

BY (Signature): MR. YOUNG'S OCTOBER 7, 1970 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☑ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 18 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
18	T-5025(3)	0.0	84,000	53,300	**LOCATION**: CITY STREETS IN LAKE OSWEGO **WORK**: INSTALLATION OF TRAFFIC SIGNALS

10-22-70

RECEIVED
COUNTY & CITY SECTION
OCT 23 1970
☐ ENGR. ☑ C.OOR. ☑ [illegible] ☑ [illegible] ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 10-22-70	SIGNATURE AND TITLE FOR R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

MONTHLY TRANSACTION NO. 10-49

DATE SUBMITTED TO W.O. OCT 22 1970

FORM PR-1
(REV. 4-61)

10-7-70

FEDERAL-AID
(PP

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City Streets in Lake Oswego 21 65	**ADT**	PRESENT 9,000 13,000	FUTURE 18,000 23,000 (66) (70)	YE (71

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-1 (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS		COUNTY NAME
	NAME OF URBAN AREA Portland 17-31	027	ROUTE NO. S	FEDERAL- 680-6

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	ESTIMATED PROJECT FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		City Streets in Lake Oswego			
5					**ROW**					
5	3d			3	**CONST** (CODE) Y-031	3		0.0	84,000	53,300

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	84,000	53,300
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

OCT 22 1970
FHWA OREGON DIVISION

REC
COUNTY
OC
☐ ENGR. ☑ C
☐ UPE ☑ CE

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

-7-70

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ADT	PRESENT 9,000 13,000	FUTURE 18,000 23,000	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 18

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. A-1	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) T	NUMBER 5025(3)	SEQ. NO.	I. Projects Only POST MI.	DESIG.

027

COUNTY NAME: Clackamas
CODE: 005

ROUTE NO.: S
FEDERAL-AID: 680-681
STATE: City St.
U.S.:

PROGRAM STAGE: ☐ 1 OR ☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Installation of Traffic Signals at five intersections.
0.0	84,000	53,300	15,350	15,350 (City)	ROW - 60' to 160' Access Control - none; Parking Restrictions - none.
0.0	84,000	53,300	15,350	15,350 (City)	

RECEIVED
COUNTY & CITY SECTION
OCT 23 1970
☐ ENGR. ☑ C.JR. ☐ [illegible] ☐ AE ☑ UE
☐ UPE ☑ CE ☑ RE ☐ RPE ☐

REMARKS

Additional Data: See Projects S4-563(1), S-325(1) and S-325(3).

(over)

USCOMM DUSCOMM-DC 46808-P61

City Street Intersections (Lake Oswego)

Project T-2025(3)

Project Data: The work under this project consists of the following at each intersection:

1. Boones Ferry Road (FAS 681) at Bryant Road (Primary Type II): Install fully traffic actuated three-phase traffic signal system complete.
2. Country Club Road (FAS 680) at Junior and Senior High School access roads: Install fully traffic actuated five-phase traffic signal system complete.
3. "A" Avenue (FAS 680) at 8th Street (Primary Type II): Install interconnected pretimed two-phase traffic signal system complete.
4. "A" Avenue (FAS 680) at 4th Street (Primary Type II): Install interconnected pretimed two-phase traffic signal system complete.
5. "A" Avenue (FAS 680) at 1st Street (Primary Type II): Install interconnected pretimed two-phase traffic signal system complete.

Note: Installation Nos. 3, 4 and 5 above are to be interconnected with signals on Oswego Highway (State Street).

System Action: Tentative FAP Type II system approved by Federal Highway Administration August ~~11~~ 2, 1970.

Railroads, airports, water development, historical and recreational areas - none involved.

Relocation assistance payments - none involved.

Public Hearing - Not required under provisions of paragraph 6c of PPM 20-8.

State Clearinghouse - This project exempt from review under working agreement dated April 20, 1970.

District #2 Clearinghouse - Project approval by "CRAG" letter of September 24, 1970.

T-5025(3)

7507

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 21, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
cy Edw
10-23-70

SUBJECT: Oregon Project T-5025(3) TOPICS
Lake Oswego Traffic Signals
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS project as requested in Mr. Young's October 7 letter.

10-23-70
REFERRED TO
Young - Cx
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
OCT 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

CC: C.R. Burghardt - F[illegible]WA

RECEIVED
COUNTY & CITY SECTION
OCT 22 1970
☐ ENGR. ☐ COOR. ☐ SE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

RESOLUTION

In accordance with Section 141, Chapter 1, Title 23, United States Code, the City of Lake Oswego, Oregon does hereby resolve and give the following assurances:

1. That every reasonable effort shall be made to acquire the real property by negotiation;

2. That the construction of projects shall be so scheduled that to the greatest extent practicable, no person lawfully occupying the real property shall be required to move from his home, farm, or business location without at least 90 days' written notice from the State or political subdivision having responsibility for such acquisition; and

3. That it will be the policy of the City, before initiating negotiations for real property, to establish an amount which is believed to be just compensation, under the law of the State, and to make a prompt offer to acquire the property for the full amount so established.

Read and adopted at a regular meeting of the Council of the City of Lake Oswego this 20th day of October, 1970.

John C. MacLean
Mayor

Attest:

Helen D. Buss
City Recorder

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

RECEIVED
COUNTY & CITY SECTION
OCT 22 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. T-5025(3)

Highway No. City Streets

Project Name
TOPICS Signalization (Lake Oswego)

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that:

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ That all incidental charges related to the transfer of property have been paid by City pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Lake Oswego, Oregon,

this 21st day of October, 1970.

City of LAKE OSWEGO

John C. [illegible]
Mayor

Helen D Bush
Recorder

CC: L. W. Rulien
J. R. Oakes
C. G. Swenson
R. N. Chase
T. W. Litchfield
(5/12/70)

RECEIVED
OCT 27 1970
FOR FILING

T-5025 (3)
7507

MISC. CONTRACTS and
AGREEMENTS No. 4067

October 12, 1970

City of Lake Oswego
City Hall
Lake Oswego, Oregon 97034

Attention: Mrs. Helen D. Bush
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement covering a signalization project in Lake Oswego.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

vd
Att.

bc H. S. Cox
(conf. agreement att.)

RECEIVED
OCT 8 - 1970

FOR FILING

T-5025(3)
7502

October 7, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one TOPICS project, Item No. T-5025(3), which we desire to have included in the Federal-aid TOPICS Highway Program as established by the 1968 Highway Act.

This project is exempt from IM-50-1-70 review under working agreement with the State Clearinghouse dated April 28, 1970.

This project was reviewed and approved by District #2 Clearinghouse, Columbia Region Association of Governments, by letter dated September 24, 1970.

We are requesting your location/design approval for this project under a separate letter, and hereby request your approval of the program concurrent with your location/design approval.

The project is primarily for the improved movement of traffic on two Secondary Federal-aid Routes, FAS 681, Boones Ferry Road and FAS 680, Country Club Road and "A" Avenue. This is to certify that this project will have a priority which indicates the improvement, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Secondary Federal-aid Funds, the project is programmed under the provisions of paragraph 8d of PPM 21-16 using TOPICS funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.
RNC:dg

TOPS

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1970
☐ [illegible] ☑ COORD. ☑ OE ☑ AE ☑ UE
☑ UPS. ☑ SE ☒ RE ☑ RPE ☐

October 7, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Location/Design Approval
Project T-5025(3)
Lake Oswego Traffic Signals
Clackamas County

Attention: Mr. Glen Green

Dear Sir:

We hereby request your approval of the location/design, as set forth hereinafter, for the subject project.

a. Location: The corridor is FAS 681, Boones Ferry Road, from Bryant Road to Country Club Road; Fas 680, Country Club Road, from Boones Ferry Road to 10th Street; and "A" Avenue, from 10th Street to 1st Street.

b. Design: The proposed design is as follows for each intersection:

1. Boones Ferry Road at Bryant Road: 3-phase full traffic actuated traffic signals complete.

2. Country Club Road at the Junior and Senior High School access roads: 5-phase full traffic actuated traffic signals complete.

3. "A" Avenue at 8th Street: 3-phase pretimed traffic signals complete.

4. "A" Avenue at 4th Street: 2-phase pretimed traffic signals complete.

5. "A" Avenue at 1st Street: 2-phase pretimed traffic signals complete.

Note: Intersections 3, 4 and 5 above are to be interconnected as well as interconnected with existing or proposed signals on State Street (Oswego Highway, Ore. 43).

The proposed project is exempt from IM 50-1-70 review and comment under working agreement with State Clearinghouse dated April 28, 1970.

The proposed project has been approved by District #2 Columbia Region Association of Governments Clearinghouse by letter dated September 24, 1970. A copy of said letter is enclosed.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The project consists of traffic signals which are merely to control the smooth flow of vehicular and pedestrian traffic, and the social, economic and environmental effects of the project have been considered by the City of Lake Oswego and also by the Highway Division. These effects are in general, (a) safer vehicular and pedestrian traffic movement through the intersections, (b) increase traffic volume through the intersection, thus contributing to savings in motorist travel time, and (c) help establish a safer vehicle speed on "A" Avenue due to interconnected signals.

We are enclosing a copy of the City of Lake Oswego's request for the proposed project which describes the work to be done, as well as the social, economic and environmental effects which were considered. We trust the enclosed data, with the hereinabove described location/design data will suffice as a location/design study report.

The description of the location/design for which we are requesting your approval has been published in the appropriate news media. A copy of the request to the news media for publication is enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
H. S. Cox
F. L. Hall
B. L. Gifford
R. H. Chase

T

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON — Cities in Clackamas County
CLARK COUNTY, WASHINGTON — Cities in Clark County
MULTNOMAH COUNTY, OREGON — Cities in Multnomah County
WASHINGTON COUNTY, OREGON — Cities in Washington County

September 24, 1970

Mr. L. H. Young
State Highway Division
State of Oregon
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Please be informed that in their meeting of September 18, 1970, the Executive Committee of the Columbia Region Association of Governments reviewed the applications of the Oregon State Highway Division for funds to construct a section of the Mt. Hood Freeway located between the Marquam Bridge and S. E. 122nd Avenue and the development of the Lake Oswego TOPICS program.

The Executive Committee found that both of these projects are compatible with the master street and highway plan adopted for the Metropolitan Portland Area. Therefore, they urge funding for both projects.

Sincerely yours,

Homer C. Chandler
Homer C. Chandler
Executive Director

HCC:jec

BEN GIFFORD
cc: 9-28-70
R. E. Simpson, FHWA
F. L. Hall
D. H. Moehring
H. S. Cox
L. W. Rulien
R. L. Schroeder
John Sheldrake
R. E. Royer

RECEIVED
SEP 25 1970
PROGRAM & PLANNING
DIVISION

RECEIVED
SEP 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. W. ELLISON Ellison

Gifford

Part 1 of 5 Parts
All 5 Parts To Be One Project

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMMING

DATE: September 15, 1970

CITY: Lake Oswego

SECTION: Boones Ferry Road (FAS 681) at Bryant Road (FAP Type II)

PROPOSED WORK: Install traffic signal.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	$23,000	$13,500	$4,750	$4,750	
Preliminary Engineering: ~~FIELD~~			~~P.S. & E. PREPARATION~~		

By State at City's sole cost.

EXISTING FACILITIES: Intersection channelized in 1968 under Project No. SU-563(1). (See enclosed plan sheet print.)

ADJACENT FACILITIES:

(See enclosed plan sheet print.)

PROJECT DATA: Install fully traffic actuated three-phase traffic signal system. No existing signalization. No grading, paving, striping or lighting required.

PROJECT NO.: T-5025( )

ADDITIONAL RIGHT OF WAY: None required.

SYSTEM ACTION: Tentative FAP Type II System approved by FHWA August ~~11~~ 6, 1970.

RAILROADS: None

AIRPORTS: None

WATER DEVELOPMENTS: None

HISTORICAL & RECREATION AREAS: None

RELOCATION ASSISTANCE PAYMENTS: None required

ROUTE DATA: SU-563(1)

STATE CLEARINGHOUSE APPROVAL:
204 Review:
DISTRICT 2B CLEARINGHOUSE APPROVAL:

HEARING: None required--Paragraph 6c, PPM 20-8, within existing right of way.
Access Control: None
ADT: 1970 - 9,000 1990 - 18,200
Parking Restrictions: None

8/27/70

Part 2 of 5 Parts

MEMO TO R. N. CHASE **DATE:** September 15, 1970
TOPICS PROJECT PROGRAMMING

CITY: LAKE OSWEGO **SECTION:** Country Club Road (FAS 680)
at Jr. & Sr. High School Access Roads

PROPOSED WORK: Install traffic signal.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	$28,000	$16,500	$5,750	$5,750	

Preliminary Engineering: ~~FIELD~~ ~~P.S. & E. PREPARATION~~
By State at City's sole cost.

EXISTING FACILITIES: West end: 2-12' lanes westbound, 4' median, 4-12' lanes eastbound (1 mandatory left turn and 1 mandatory right turn).
East end: 2-12' lanes eastbound, 4' median, 4-12' lanes westbound (1 mandatory left turn and 1 mandatory right turn).
ADJACENT FACILITIES: Tapers to 4-12' lanes.

PROJECT DATA: Install fully traffic actuated five-phase traffic signal system. No existing signalization. No grading, paving, striping or lighting required.

PROJECT NO.: See part 1

ADDITIONAL RIGHT OF WAY: None required.

SYSTEM ACTION: See part 1

RAILROADS: None

AIRPORTS: None

WATER DEVELOPMENTS: None

HISTORICAL & RECREATION AREAS: None

RELOCATION ASSISTANCE PAYMENTS: None required

ROUTE DATA: S-325(3)

STATE CLEARINGHOUSE APPROVAL: See part I

DISTRICT _____ CLEARINGHOUSE APPROVAL: See part 1
ACCESS CONTROL: None
HEARING: None required--paragraph 6c, PPM 20-8, within existing right of way
Parking Restrictions: None
ADT: [illegible]

8/27/70

Part 3 of 5 Parts

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMMING

DATE: September 15, 1970

CITY: LAKE OSWEGO

SECTION: "A" Avenue (FAS 680) at
8th Street (FAP Type II)

PROPOSED WORK: Install traffic signal.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	$9,000	$5,400	$1,800	$1,800	

Preliminary Engineering: ~~FIELD~~ ~~P.S. & E. PREPARATION~~
By State at City's sole cost.

EXISTING FACILITIES: "A" Avenue - 76' curb to curb with left-turn refuges.
8th Street - North 36' curb to curb
South 48' curb to curb

ADJACENT FACILITIES: Same as existing.

PROJECT DATA: Install interconnected pretimed two-phase traffic signal. Present signalization is two flashing amber beacons. No grading, paving, striping or lighting required.

PROJECT NO.: See part 1

ADDITIONAL RIGHT OF WAY: None required.

SYSTEM ACTION: See part 1

RAILROADS: None

AIRPORTS: None

WATER DEVELOPMENTS: None

HISTORICAL & RECREATION AREAS: None

RELOCATION ASSISTANCE PAYMENTS: None

ROUTE DATA: S-325(1)

STATE CLEARINGHOUSE APPROVAL: See part 1

DISTRICT _____ CLEARINGHOUSE APPROVAL: See part 1
PARKING RESTRICTIONS: None
HEARING: None required - paragraph 6c, PPM 20-8, within the existing right of way
ACCESS CONTROL: None
ADT: 1970 - 12,000 1990 - 21,200

8/27/70

Part 4 of 5 Parts

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMMING

DATE: September 15, 1970

CITY: LAKE OSWEGO

SECTION: "A" Avenue (FAS 680) at
4th Street (FAP Type II)

PROPOSED WORK: Install traffic signal

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	$12,000	$7,200	$2,400	$2,400	
Preliminary Engineering:	~~FIELD~~		~~P.S. & E. PREPARATION~~		

By State at City's sole cost.

EXISTING FACILITIES: "A" Avenue - 76' curb to curb with left turn refuges.
4th Street - North 44' curb to curb.
South 36' curb to curb.

ADJACENT FACILITIES: Same as existing.

PROJECT DATA: Install interconnected pretimed two-phase traffic signal. No present signalization. No grading, paving, striping or lighting required.

PROJECT NO.: See part 1

ADDITIONAL RIGHT OF WAY: None required

SYSTEM ACTION: See part 1

RAILROADS: None

AIRPORTS: None

WATER DEVELOPMENTS: None

HISTORICAL & RECREATION AREAS: None

RELOCATION ASSISTANCE PAYMENTS: None required

ROUTE DATA: S-325(1)

STATE CLEARINGHOUSE APPROVAL: See part 1

DISTRICT _____ CLEARINGHOUSE APPROVAL: See part 1
ACCESS CONTROL: None
HEARING: None required - Paragraph 6c PPM 20-8, within existing right of way.
PARKING RESTRICTIONS: None
ADT: 1970 - 12,900 1990 - 22,700

8/27/70

Part 5 of 5 Parts

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMMING

DATE: September 15, 1970

CITY: LAKE OSWEGO

SECTION: "A" Avenue (FAS 680) at
1st Street (FAP Type II)

PROPOSED WORK: Install traffic signal

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	$12,000	$7,200	$2,400	$2,400	

Preliminary Engineering: ~~FIELD~~ ~~P.S. & E. PREPARATION~~
By State at City's sole cost.

EXISTING FACILITIES: "A" Avenue - 76' curb to curb with left turn refuges
1st Street - North 58' curb to curb
South - 60.5' curb to curb

ADJACENT FACILITIES: Same as existing

PROJECT DATA: Install interconnected pretimed two-phase traffic signal. Present signalization - flashing red beacons with 4-way stop signs. No grading, paving, striping or lighting required.

PROJECT NO.: See part 1

ADDITIONAL RIGHT OF WAY: None required

SYSTEM ACTION: See part 1

RAILROADS: None

AIRPORTS: None

WATER DEVELOPMENTS: None

HISTORICAL & RECREATION AREAS: None

RELOCATION ASSISTANCE PAYMENTS: None required

ROUTE DATA: --

STATE CLEARINGHOUSE APPROVAL: See part 1

DISTRICT _____ CLEARINGHOUSE APPROVAL: See part 1
ACCESS CONTROL: None
HEARING: None required, Paragraph 6c PPM 20-8, within existing right of way.
PARKING RESTRICTIONS: None
ADT: 1970 - 13,400 1990-23,600
NOTE: The three traffic signals on "A" Avenue will be interconnected with the signal at "A" Avenue and the Oswego Highway.
8/27/70

Topics
Lake Oswego

Phone: 378-4563

August 20, 1970

Columbia Region Association of Governments (CRAG)
429 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Attached for your review and comments as District clearinghouse fulfilling procedures for program evaluation, review, and coordination required by Section 204 of the demonstration cities and metropolitan development act of 1966, and Title IV of the intergovernmental cooperation act of 1968, please find completed Notice of Intent which will provide sufficient data to permit your completion of both Section 204 and A-95 review.

Federal-Aid TOPICS — Lake Oswego TOPICS Project
Clackamas County

Upon completion of review, please forward your comments to Mr. L. M. Young, Program and Planning Engineer, State Highway Division. This review and comments by you, unless otherwise stated will be accepted as final consummation of both reviews. Your cooperation in this matter will expedite the processes of federal-aid programming.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Bushee
D. H. Moehring
M. S. Cox
R. L. Gifford
R. N. Chase
John [illegible]
L. W. Rulien

RLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Lake Oswego TOPICS Project
Clackamas County

August 20, 1970

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person L. H. Young — 4563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes........ No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Two (2) City Oswego

County Clackamas Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal-Aid TOPICS

Authorizing Legislation Title 23 USC Highways, Section 135 (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application........

---

4. **Estimated Project Cost**

Federal Share $ 50,400
Loan........ Grant X

Local Applicant Share (City of Lake Oswego)
(if any) $ 16,800

State Agency Share $ 16,800

Other (Specify) $ --

Total $ 84,000

Will Federal share change: No X

Yes, from ....% to ....%

When........

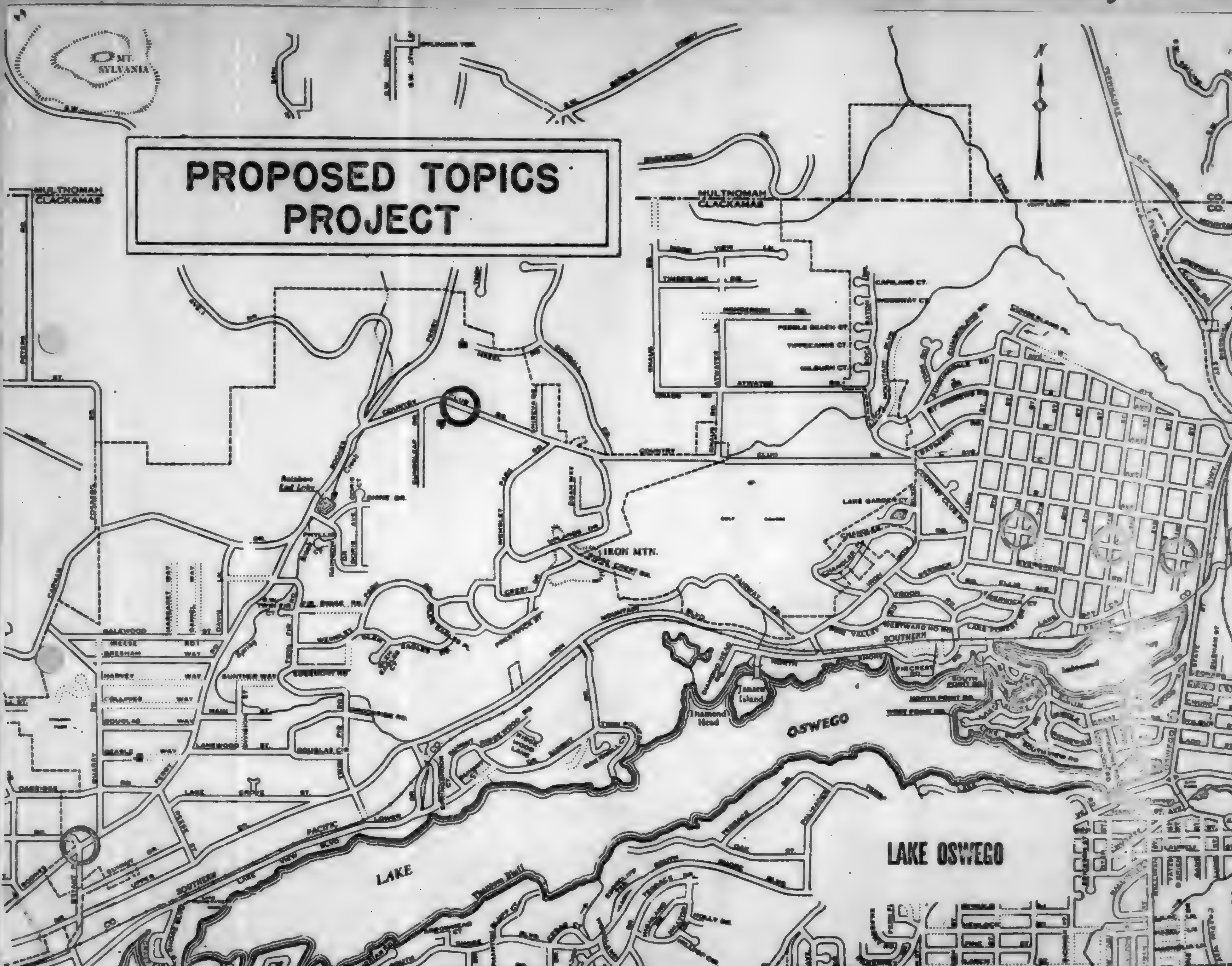
Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X Yes .... $ .... (Approx)



PROPOSED TOPICS PROJECT

MT. SYLVANIA
MULTNOMAH
CLACKAMAS
MULTNOMAH
CLACKAMAS
CO.
CO.
N
COUNTRY CLUB RD.
ATWATER
KNAUS RD.
IRON MTN.
MOUNTAIN BLVD.
SOUTHERN
PACIFIC
OSWEGO
Jantzen Island
Diamond Head
LAKE
LAKE OSWEGO
LAKE VIEW BLVD.
QUARRY
HALEWOOD
GRESHAM
HARVEY
COLLINS
DOUGLAS
MARGARET WAY
DANIEL WAY
DAVIS
HWY.

RECEIVED
AUG 31 1970

FOR FILING

Topics

Lake Oswego

August 11, 1970

Oregon State Highway Commission

Gentlemen:

There will be presented at the August 18 meeting requests for Federal-aid TOPICS projects from the Cities of LaGrande, Lake Oswego, Medford, Newport, and Roseburg.

The Cities of LaGrande and Newport are requesting that the State develop an Areawide TOPICS Plan for their respective urban areas which will determine TOPICS projects and their priorities. These studies are estimated to cost approximately $4,000 for LaGrande and $3,000 for Newport, of which $800 and $600 respectively is the estimated State's share.

The City of Lake Oswego is requesting the installation of traffic control signals at five intersections, one on Boones Ferry Road, one on Country Club Road, and three on "A" Avenue in the central business district. The TOPICS funds for this project are estimated at $84,000, of which $16,800 will be the cost to the State.

The City of Medford is requesting the installation of one new traffic control signal and the revision of two existing traffic control signals on Riverside Avenue. The new signal will be at Sixth Street and the revised signals will be at Barnett Road and Stewart Street. The TOPICS funds for this project are estimated at $44,000, of which $8,800 will be the cost to the State.

The City of Roseburg is requesting the revision of signalization, concrete island removal, channelization, minor widening, and striping of left-turn refuges on Stephens Street at Garden Valley Boulevard. The TOPICS funds for this project are estimated at $39,000, of which $7,800 will be the cost to the State.

Oregon State Highway Commission
Page Two
August 31, 1970

These projects have been investigated and are eligible for funding under the Federal-aid TOPICS program.

I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
L. W. Rulien
R. D. Asburry
C. T. Keasey
H. S. Coulter

RB:lat fn

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 Projects

CITY	SECTION	PROGRAMED AMOUNT	STATE COST
La Grande	La Grande Urban Area Areawide TOPICS Plan	$ 4,000	$ 800
Lake Oswego	TOPICS Signalization Traffic control signals	84,000	16,800
Medford	Riverside Avenue Corridor Signalization Traffic control signals	44,000	8,800
Newport	Newport Urban Area Areawide TOPICS Plan	3,000	600
Roseburg	~~Stevens~~ Stephens Street at Garden Valley Boulevard Signals and channelization	39,000	7,800
	TOTAL	$174,000	$34,800

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated Funds	$ 2,743,000	$ 2,743,000
Approved Projects (corrected to date)	1,183,700	1,183,700
Unprogramed Balance	1,559,300	1,559,300
Projects proposed 8/18/70	174,000	174,000
Unprogramed Balance	$ 1,385,300	$ 1,385,300

70-e
8/5/70

CITY OF LAKE OSWEGO
PROPOSED TOPICS PROJECT (1970 Funds)

TOPICS Signalization (Lake Oswego) Section. Traffic control signals, $84,000.

Install fully traffic-actuated traffic control signals at the following locations:

1. Boones Ferry Road (FAS 681) at Bryant Road
2. Country Club Road (FAS 680) at Junior and Senior High School access roads.

Install interconnected pretimed traffic control signals at the following locations:

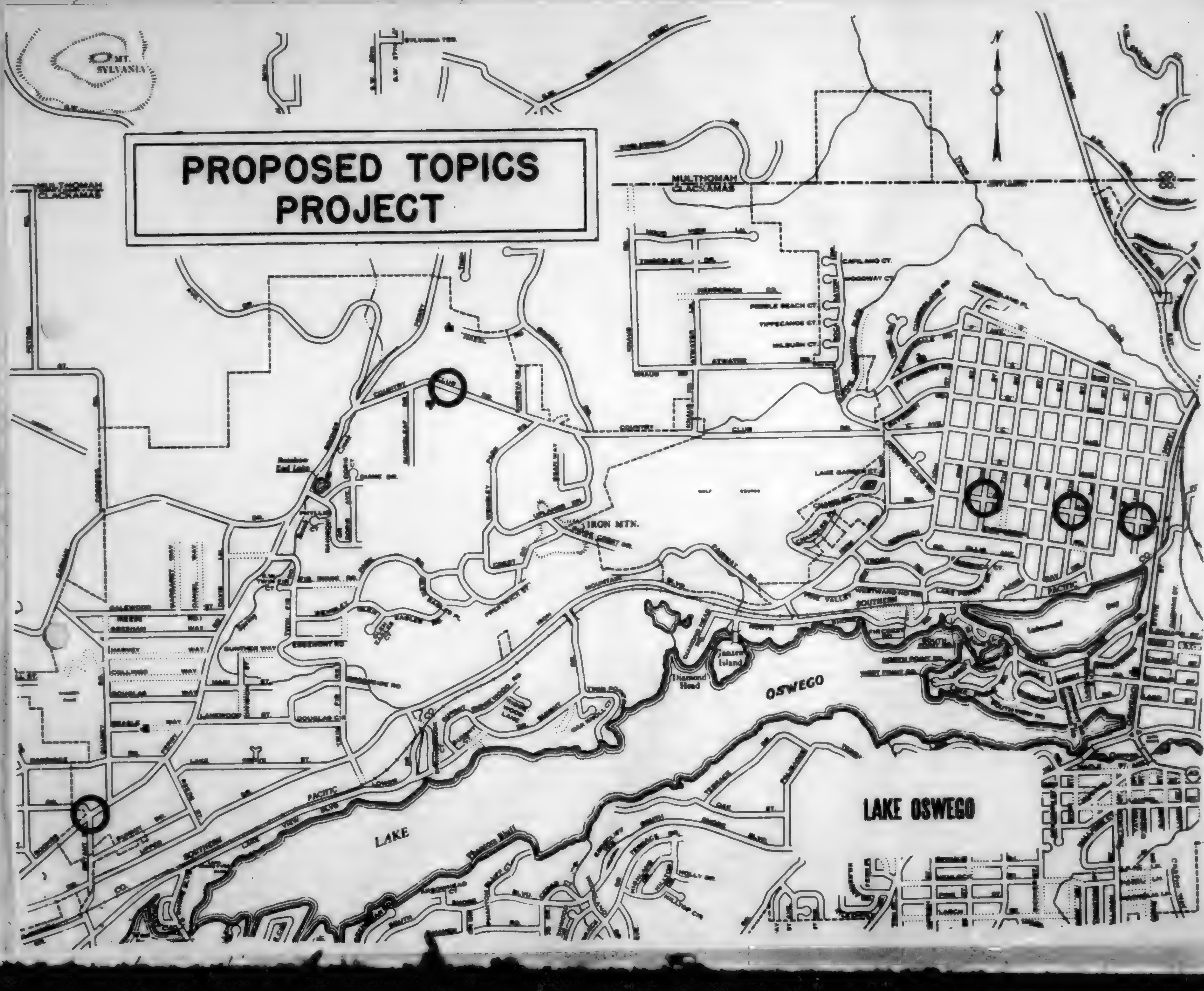
1. "A" Avenue (FAS 680) at 8th Street
2. "A" Avenue (FAS 680) at 4th Street
3. "A" Avenue (FAS 680) at 1st Street

A public hearing will not be required.

Preliminary engineering will be done by State at City's sole cost.

70-e
8/4/70

PROPOSED TOPICS PROJECT


MT. SYLVANIA
MULTNOMAH
CLACKAMAS
IRON MTN.
Diamond Head
Island
OSWEGO
LAKE
LAKE OSWEGO
N

File
W.O. 1616

COUNTY OF CLACKAMAS
BOARD OF COMMISSIONERS
OREGON CITY, OREGON 97045
656-2641

FRED STEFANI, CHAIRMAN
THOMAS D. TELFORD, COMMISSIONER
ROBERT SCHUMACHER, COMMISSIONER

July 31, 1970

Mr. Deane Seeger
City Manager
City of Lake Oswego
City Hall - 40 A. Avenue
Lake Oswego, Oregon 97034

Dear Mr. Seeger:

Our Department of Public Works has discussed with us your proposal for installing traffic signals at the intersection of Boones Ferry Road and Bryant Road and at the intersection of the High School approach and Country Club Road. The Public Works Department concluded that your proposed construction plans, as submitted to them on July 20, 1970, are compatible with the future plans the County has for these roadways. Therefore, please accept this letter as our approval and endorsement for proceeding with this project.

Sincerely yours,

BOARD OF COUNTY COMMISSIONERS

Fred Stefani
Chairman

Thomas D. Telford
Commissioner

Commissioner

AUG 1970
RECEIVED

PW/

RECEIVED
JUN 29 1970

FOR FILING

Topics
Lake Oswego

June 26, 1970

8567

Mr. Deane Seeger
City Manager
City Hall
Lake Oswego, Oregon 97034

Dear Mr. Seeger:

This will acknowledge your letter of June 19 requesting the Highway Division to proceed with the preparation of plans for traffic signals on "A" Avenue and at the intersection of Boones Ferry and Bryant Roads and at the high school on Country Club Road.

We will proceed with the designs for these intersections and will submit preliminary designs to you for those intersections for which such designs have not previously been submitted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe (enc.)
Victor D. Wolfe
F. B. Crandall
L. W. Rulien (enc.)
H. S. Cox (enc.)

VPJ:bls ja

City of Lake Oswego

June 19, 1970

RECEIVED
JUN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Traffic Signal Construction
Program - Lake Oswego

Dear Mr. Edwards:

We have now evaluated our financial position with respect to our currently proposed traffic signal construction program. Our funding is planned from two sources--a serial levy and TOPICS funds. We propose to finance our portion of the State Street improvements with the serial levy funds entirely and the remaining improvements with a combination of serial levy and TOPICS funds.

We have already asked you to proceed with final design plans and specifications for the facilities on State Street. In addition, we are requesting that you proceed with final design plans and specifications for those three signals on "A" Avenue which are to be interconnected with State Street, namely the signals at First, Fourth and Eighth, along with the two traffic-actuated signals at the intersection of Boones Ferry and Bryant Roads and the high school location on Country Club Road.

We are applying for TOPICS funds for the five installations not located on State Street. We do not have TOPICS approval at this time and we understand that costs expended for design prior to such approval do not qualify for participation in that program. Since we desire to be in a position to proceed with construction immediately after TOPICS approval, we are prepared to finance the design costs without TOPICS participation. We have been informally advised by Mr. Val Johnson that design costs will be in the range of $500 per installation, or a total of approximately $2500.

Drawings of the intersections of First and Fourth with "A" Avenue will be forwarded to you shortly. We request that you furnish sketch plans showing signal layout, phasing and estimated costs in the same manner presented for the three signals discussed in your letter of May 4, 1970.

Bud
Pls. Proceed
Copy - Klaboe

NOTED
LE GEORGE

NOTED
TOM EDWARDS

City Hall • 40 A. Avenue • Lake Oswego, Oregon 97034 • Telephone – 636-3603

We approve of the preliminary designs as proposed in your letter of May 4, 1970 and choose to adopt the five phase signal on Country Club Road at the high school.

Please advise us if you need additional information. We are grateful for the excellent cooperation and advice we are receiving from your people as they assist us with this work.

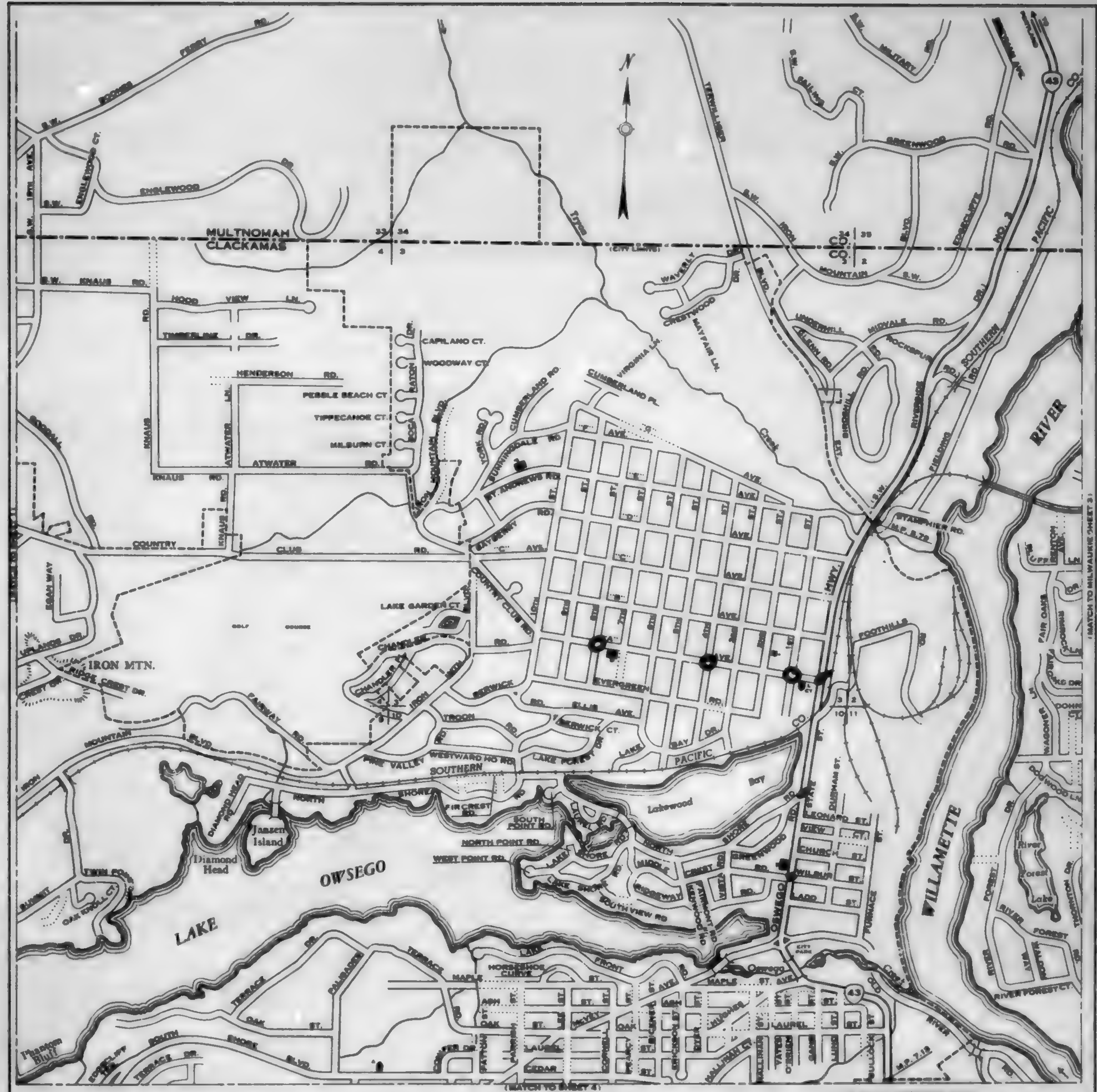
Sincerely,

Deane Seeger

Deane Seeger
City Manager

DS:hb

22 1970
TRAFFIC [illegible]



N
MULTNOMAH
CLACKAMAS
CO.
CO.
S.W. BOONES FERRY RD.
ENGLEWOOD DR.
S.W. KNAUS RD.
HOOD VIEW LN.
TIMBERLINE DR.
HENDERSON RD.
CAPILANO CT.
WOODWAY CT.
PEBBLE BEACH CT.
TIPPECANOE CT.
MILBURN CT.
ATWATER RD.
KNAUS RD.
COUNTRY CLUB RD.
CUMBERLAND RD.
CUMBERLAND PL.
VIRGINIA LN.
WAVERLY
CRESTWOOD
MAYFAIR LN.
TERWILLIGER BLVD.
S.W. IRON MOUNTAIN BLVD.
GREENWOOD RD.
MIDVALE RD.
STAMPHER RD.
M.P. 5.75
FOOTHILLS RD.
LAKE GARDEN CT.
GOLF COURSE
IRON MTN.
UPLANDS DR.
RIDGE CREST DR.
CARWAY RD.
BERWICK
TRYON
ELLIS AVE.
EVERGREEN
BAY DR.
PACIFIC
SOUTHERN
WESTWARD HO RD.
LAKE FOREST DR.
NORTH SHORE RD.
FIRCREST RD.
SOUTH POINT RD.
NORTH POINT RD.
WEST POINT RD.
Lakewood Bay
Janzen Island
Diamond Head
LAKE OWSEGO
Phantom Bluff
SOUTH SHORE BLVD.
TERRACE DR.
OAK ST.
MAPLE ST.
ASH
LAUREL
CEDAR
HORSESHOE CURVE
FRONT
Oswego
CITY PARK
LEONARD ST.
CHURCH ST.
WILBUR ST.
LADD ST.
DURHAM ST.
FURNACE
SOUTH VIEW RD.
WILLAMETTE RIVER
RIVER FOREST
River Forest Lake
DOGWOOD LN.
RIVER FOREST CT.
M.P. 7.15
43
(MATCH TO SHEET 4)
(MATCH TO MILWAUKIE SHEET 3)

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

LAKE OSWEGO

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 11,883

Scale in Feet

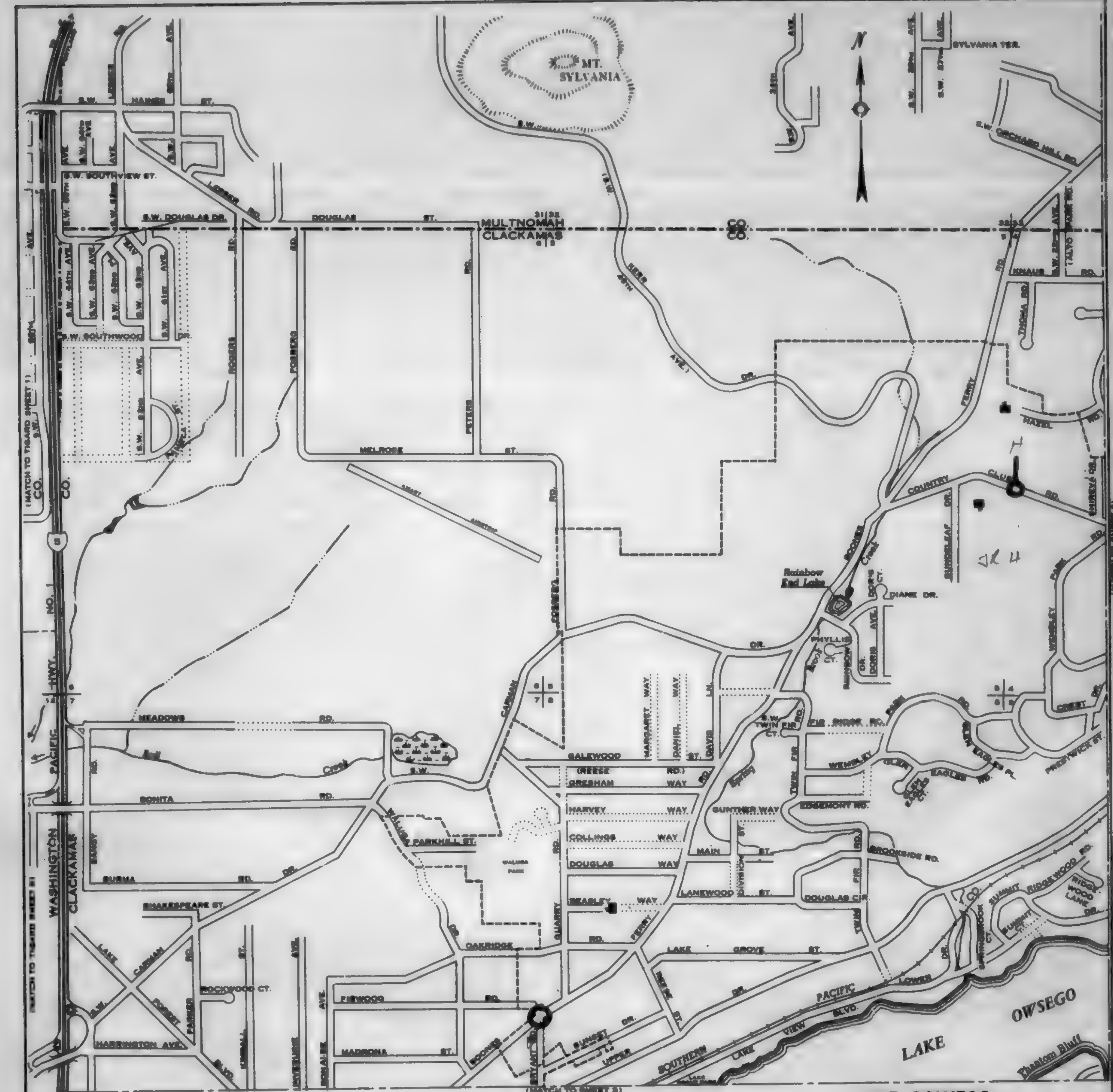
Revised July 1965

SHEET ARRANGEMENT

1	2
3	4

SHEET 2 OF 4 SHEETS

0 TOPICS CONSTRUCTION ONLY.



MT. SYLVANIA
N
MULTNOMAH CO.
CLACKAMAS CO.
S.W. HAINES ST.
S.W. SOUTHVIEW ST.
S.W. DOUGLAS DR.
DOUGLAS ST.
S.W. SOUTHWOOD DR.
LOWER RD.
ROGERS
PETERS RD.
MELROSE ST.
S.W. ORCHARD HILL RD.
SYLVANIA TER.
KNAUS RD.
COUNTRY CLUB RD.
HAZEL
Rainbow End Lake
DIANE DR.
PHYLLIS CT.
BOONES FERRY RD.
(MATCH TO TIGARD SHEET 1)
(MATCH TO SHEET 2)
(MATCH TO SHEET 3)
PACIFIC HWY. NO. 1
WASHINGTON CO.
CLACKAMAS CO.
MEADOWS RD.
BONITA RD.
BURMA RD.
SHAKESPEARE ST.
LAKE
CARMAN DR.
ROCKWOOD CT.
HARRINGTON AVE.
FIRWOOD RD.
MADRONA ST.
OAKRIDGE RD.
GALEWOOD ST.
(REESE RD.)
GRESHAM WAY
HARVEY WAY
COLLINGS WAY
DOUGLAS WAY
BEASLEY WAY
MARGARET WAY
DANIEL WAY
PARKHILL ST.
WALUGA PARK
QUARRY RD.
LAKE GROVE ST.
LANEWOOD ST.
DOUGLAS CIR.
MAIN ST.
GUNTHER WAY
TWIN FIR RD.
FIR RIDGE RD.
EDGEMONT RD.
BROOKSIDE RD.
WEMBLEY PARK RD.
GLEN EAGLES PL.
PRESTWICK RD.
CREST DR.
RIDGEWOOD RD.
SUMMIT DR.
SUNSET DR.
UPPER DR.
SOUTHERN PACIFIC
LAKE VIEW BLVD.
LOWER DR.
LAKE OWSEGO
Phantom Bluff
H
JR 4

LAKE OSWEGO

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 11,083

Scale in Feet

Revised July 1965

SIGNED ROUTES

- INTERSTATE
- U.S.
- ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

SHEET ARRANGEMENT

1	2
3	4

SHEET 1 OF 4 SHEETS

NOTED
H. S. COX

April 29, 1970

Mr. David J. Abraham
Director of Public Works
P.O. Box 369
Lake Oswego, Oregon 97034

Dear Dave;

Enclosed are TOPICS request forms that you can use in requesting TOPICS projects under the 18-months clause of PPM 21-18. The Bureau of Public Roads requires that the tentative TOPICS Federal Aid Primary Type II System be approved before they will accept projects under the 18-month clause.

These forms are used by this office to enable us to have a general understanding of any project that is being requested by a city. Therefore, complete only the sections that are applicable to a particular project and utilize the footnote area or attach additional sheets to explain any areas in which the forms are ambiguous. Any sketch maps that you may have are also very beneficial.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
RICHARD UNREIN

Richard Unrein
Urban Aid Engineer

RU:mm
Encl.

cc: L. W. Rulien

NOTED
P. B. Arensmeier

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

I-205-7(16) S. West Linn-Tualatin R. 1970
294 Sec., on E. Portland Freeway
#7508 (Roadside improvement)

7508.

STATE COPY

5

MONTHLY TRANSACTION NUMBER 8-58	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas
MODIFICATION NUMBER 1	(PPM 21-7) 8-17-72	PROJECT NUMBER I-205-7(16)294

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 17, 19 70, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 195,040	$ 199,014
Federal Funds	$ 179,943	$ 183,000
Other revisions		

This modification is made for the following reasons:

Changes in bid item quantities

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of August, 19 72.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Engineer)

for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal Aid
Project No. I-205-7(16)294

S. WEST LINN-TUALATIN RIVER SECTION

E. PORTLAND FREEWAY IN CLACKAMAS COUNTY

Salem, Oregon, August 11, 1972

Revised Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. "LS" 850+00 thru Equa. "LS" 879+33.89="LS" 910+00 to Sta. 1011+00)

Subtotal on previous estimate of December 14, 1970 $177,310.00

Previous Estimate

Furnishing and Placing Topsoil	1,400	cu.yd.	3.50	4,900.00
Furnishing and Planting Shrubs	10,000	only	5.25	52,500.00
Furnishing and Planting Roses	9,700	only	2.25	21,825.00
Furnishing and Planting Vines	109,500	only	0.30	32,850.00
				$112,075.00

Revised Estimate

Furnishing and Placing Topsoil	7,057	cu.yd.	3.50	$ 24,699.50
Furnishing and Planting Shrubs	9,467	only	5.25	49,701.75
Furnishing and Planting Roses	93	only	2.25	209.25
Furnishing and Planting Vines	103,771	only	0.30	31,131.30
P.A. 6 Furnish & Plant Japanese Roses	7,960	only	1.85	14,726.00
P.A. 8 Delete Establishment Period, State Credit	Lump	Sum		(1,880.48)
Liquidated Damages	29	days	100.00	(2,900.00)
				$115,687.32

Net Increase	$ 3,612.32
Subtotal	$180,922.32
10% Engr. & Cont.	18,091.68
Total	$199,014.00

Length of Project - - - - - - 0.0 mile

Federal Funds - - - - - - - - - $183,000.00
State Funds - - - - - - - - - - 16,014.00
Total $199,014.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7508

Prefix 603-1014

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 12-61	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-17-70	COUNTY Clackamas PROJECT NO. I-205-7(16(294

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. West Linn-Tualatin River Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-10-70	0.00
OTHER *(Specify)*		

FUNDS 92.360

ESTIMATED TOTAL COST OF PROJECT $ 195,040.00	FEDERAL FUNDS $ 179,943.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G. L. Green
(Division Engineer)
For R. R. Simpson

Date executed by Division Engineer DEC 17 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. I-205-7(16)294

S. WEST LINN-TUALATIN RIVER SECTION

EAST PORTLAND FREEWAY HIGHWAY

CLACKAMAS COUNTY

Salem, Oregon, December 14, 1970

Project agreement estimate.

Type Code Y003
Roadside Improvement (Sta. "Ls" 850+00 Thru Equa. "Ls" 879+33.89 = "Ls" 910+00 to Sta. 1011+00)

Temporary Protection and Direction of Traffic	All	Required		$ 2,000.00
Furnishing and Placing Topsoil	1,400	cu.yd.	3.50	4,900.00
Furnishing and Planting Trees	500	only	18.00	9,000.00
Furnishing and Planting Shrubs	10,000	only	5.25	52,500.00
Furnishing and Planting Roses	9,700	only	2.25	21,825.00
Furnishing and Planting Vines	109,500	only	0.30	32,850.00
Bark Mulch	1,170	unit	5.50	6,435.00
Mushroom Compost	1,100	cu.yd.	7.00	7,700.00
1/2-inch Water Pipe	1,100	lin.ft.	0.30	330.00
3/4-inch Water Pipe	1,250	lin.ft.	0.40	500.00
1-inch Water Pipe	4,900	lin.ft.	0.50	2,450.00
1 1/4-inch Water Pipe	4,400	lin.ft.	0.60	2,640.00
1 1/2-inch Water Pipe	4,640	lin.ft.	0.70	3,248.00
2-inch Water Pipe	3,900	lin.ft.	0.80	3,120.00
2 1/2-inch Water Pipe	280	lin.ft.	0.90	252.00
3-inch Water Pipe	5,300	lin.ft.	1.00	5,300.00
3/4-inch Globe Valve	1	only	20.00	20.00
2 1/2-inch Globe Valve	2	only	100.00	200.00
1 1/4-inch Automatic Section Valves	7	only	50.00	350.00
1 1/2-inch Automatic Section Valves	52	only	60.00	3,120.00
3/4-inch Quick Coupling Hose Valves	16	only	15.00	240.00
2-inch Reduced Pressure Backflow Preventor	2	only	1,500.00	3,000.00
Shrubbery Sprinkler Heads	420	only	4.50	1,890.00
Agricultural Rotary Sprinkler Heads	320	only	19.50	6,240.00
17-Section Automatic Controllers	1	only	1,000.00	1,000.00
21-Section Automatic Controllers	2	only	1,500.00	3,000.00
3/4-inch Electric Conduit	300	lin.ft.	1.00	300.00
				$174,410.00

Flagging (60% of Contractor's Cost)	All Required	$ 100.00
2-inch Water Meters (2)	All Required	1,100.00
Water Usage	All Required	1,700.00
		$ 2,900.00
	Subtotal	$177,310.00
	10% Engr. & Cont.	17,731.00
	Total	$195,040.00

Length of Project - - - 0.00 Mile

Federal Funds -	$179,943.00
State Funds -	15,097.00
Total	$195,040.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7508

Prefix 603-1014

RECEIVED
MAY 1 - 1972

STATE COPY

FOR FILING

OSHD
[illegible]
Wash DC
Bryant, Area Engr

7508

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

4-14-72

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 10	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 4-14-72	REPORT MADE BY E. E. O'Neil, Asst Area Engr		PROJECT NO. I-205-7(16)296
COMPLETION DATE 12-24-71	ACCEPTANCE DATE BY CONTRACT AGENCY 3-16-72	TIME ELAPSED 134 %	CONTRACT TIME Comp.date, 5-31-71
APPROVED EXTENSIONS 30 days	LOCATION I-205 from South West Linn to the Tualatin River		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the app[illegible] and specifications including authorized changes and extra work.*

COPY SENT

RECEIVED
APR 24 1972
REGIONAL OFFICE

RECEIVED
APR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CY Const
4-28-72

NOTED
A. E. JOHNSON

S.WEST LINN INTERCHANGE - TUALATIN RIVER
EAST PORTLAND FREEWAY
Landscaping

This project provided for the furnishing and placing of topsoil, trees, shrubs, roses, and vines, and the installation of an automatic irrigation system.

All of the original plantings were completed by November 24, 1971. Those plantings completed prior to June 30, 1971, went through an establishment period and replacement plantings were made. The original plantings that were planted the following fall had their establishment period deleted by price agreement.

The contract time was exceeded by 59 days. A 30-day time extension was granted based on the added topsoil quantities and the additional time required for shaping of the topsoil after placement. The contractor was assessed liquidated damages fr the remaining 29 days at $100/day.

The final cost of the project including engineering and contingencies was $197,152.21 for an underrun of 2.03%. There were some overruns and underruns which were satisfactorily explained in the resident engineer's Statement of Overruns and Underruns

4-27-72
REFERRED TO

The State has submitted all of the required supportings documents. Acceptance of the project is recommended.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE R. E. Simpson Original Signed by R. E. Simpson	
TITLE Area Engineer	DATE 4-17-72	TITLE Division Engineer	DATE 4-20-72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
MAY 8 - 1972
FOR FILING

#3

7508

April 6, 1972

Landscaping, Inc.
6902-220th S. W.
Mountlake Terrace, Washington 98043

510

Gentlemen:

The State Highway Commission at its meeting on April 4, 1972, considered your second request for a time extension on Contract No. 7508 for work on the South West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc C. T. Kassey
V. L. Shoog
L. W. Rulien
D. D. Rohrbaugh
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 25, 1972

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

3-3-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-205-7(16)294
South West Linn - Tualatin River Section
Request for Time Extension

Your recent request for approval of an additional time extension on the subject project has been reviewed. You indicate that the topsoiling and irrigation system work extended to virtually the end of the spring planting season thereby translocating some of the work into a fall planting season.

While this is true it is not considered adequate justification for additional time since scheduling of the work is the responsibility of the contractor and because with an adequate work force all contract work, including that performed under Price Agreement No. 3, could have been completed prior to the end of the spring planting season.

For this reason your request cannot be approved.

RECEIVED
MAR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Keasey
Bond
Walker
Johnsen
RECEIVED
MAR 7 1972
CONSTRUCTION
SECTION
Pease
Gl[illegible]
Litchfield
[illegible]

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1972

SUBJECT: South West Linn-Tualatin River Section
Contract No. 7508
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Landscaping, Inc. has made a second request for extension of time, again citing weather conditions (rainfall) and a topsoil overrun. The contractor's first request was acted upon at the July 27 Commission meeting, when the contract was still not completed, at which time an additional 30 days was granted. In effect, this extended the completion date to June 30 from the May 31, 1971 date specified (the contractor had requested a 60-day extension).

We have again reviewed rainfall records and updated our monthly comparison as shown on the attached tabulation. From February through June (five months), three months had up to 30 percent above normal rainfall (at Portland Airport in April) but the other two months were below normal. This data simply does not indicate rainfall enough from normal to justify any extension.

Admittedly, the completion requirement on this project was quite tight. Bids were opened December 3, 1970 with six bidders and the contract amount is $174,410. About 21 percent of this was for irrigation system work.

The contractor signed Price Agreement No. 3 which increased the topsoil item from 1,400 cubic yards bid by an additional 5,500 cubic yards at bid price (the actual quantity under the Price Agreement was 5,657 cubic yards). Even with this significant increase, there were enough other underruns so that the actual contract money amount as completed overran only 4.9 percent. The 30-day extension already granted was based on this topsoil overrun. The area on which the topsoil was added involved up to 69 percent of the total planting area of some species, averaging about half of the overall planting area.

I have discussed this time problem with the Landscape Engineer and he confirms that the addition of the topsoil actually made the subsequent planting easier in the areas involved.

As the record now stands, 29 days liquidated damages have been withheld from the contractor at $100 per day. The Region recommends additional extension for about half of this, or 14 days, on the theory that the contractor could have been completed about June 15 with only 15 days liquidated damages accrued if we had not added the topsoil.

In discussing this with the FHWA Area Engineer, I find him very reluctant to approve any further extension. He makes the point that this contractor also had another job immediately adjacent (Contract No. 7509 on which we also have a second time request) and that in working both jobs simultaneously, there were times when the contractor did not adequately staff both jobs at the same time. We have tabulated the average work force on both projects in an effort to check this point. The Resident Engineer has graphed similar information which is shown on the attached chart. From mid-April through June, there does appear to be some days when the work force was concentrated on one project or the other.

It took 15 workdays just to get the topsoil delivered to the project. Allowing for conversion to calendar days and some time to place the topsoil, the 30 days already allowed seems reasonable for the overrun. However, the Region points out another factor not recognized so far. This is the effect of re-mobilizing in the fall, re-working the unfinished planting areas to get them ready for the fall planting. Twenty-three percent of the work was done in the fall and twenty-four days were charged after the "resume work" order was issued November 1. We recommend extension for one-half of this or 12 days for the impact of translocating this much work into a new planting season. This would leave 17 days and $1,700 liquidated damages in effect.

Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

TOTAL PRECIPITATION

OREGON CITY

TAKEN FROM "CLIMATOLOGICAL DATA"

(Amounts listed below in inches)

MONTH	1969	1970	1971	Departure from Normal at Portland Airport 1971
February	3.92	6.03	4.50	- .86
March	2.99	3.01	6.27	+ 1.04
April	9.44	3.76	4.33	+ .63
May	2.23	1.81	2.41	- .99
June	4.48	.69	3.16	+ .09

S. WEST LINN-TUALATIN RIVER SECTION

CONTRACT NO. 7508

Date of Contract: December 10, 1970

	Average Force on Project for the Week	
Week Ending	Men	Supervision
February 6, 1971	2	1
February 13, 1971		
February 20, 1971	7	2
February 27, 1971	4	1
March 6, 1971	0	0
March 13, 1971	4	1
March 20, 1971	4	1
March 27, 1971	4	1
April 3, 1971	5	1
April 10, 1971	10	1
April 17, 1971	6	1
April 24, 1971	8	2
May 1, 1971		
May 8, 1971	12	3
May 15, 1971	12	2
May 22, 1971	9	3
May 29, 1971	16	3
June 5, 1971	5	2
June 12, 1971		
June 18, 1971	15	2
June 26, 1971	11	2
July 3, 1971	9	2
July 10, 1971	7	2
July 17, 1971	7	2
July 24, 1971	5	2
July 31, 1971	8	2
August 7, 1971	6	2
August 14, 1971	4	1
August 21, 1971	3	1
August 27, 1971	3	1
September 4, 1971	3	1
September 11, 1971	3	1
September 18, 1971	3	1
September 25, 1971	3	1
October 2, 1971	3	1
October 9, 1971	3	1
October 16, 1971	4	1
October 23, 1971	3	1
October 30, 1971	5	1
November 6, 1971	10	2
November 13, 1971	10	1
November 20, 1971	14	1
November 27, 1971	9	1
December 4, 1971	9	1
December 11, 1971	7	1
December 18, 1971	5	1

6902 220th S.W.
Mountlake Terrace, Wn. 98043
206-774-4138

Landscaping, Inc.

ARE
BRE DEC 28 1971 ARE
ABRE
Due Date .... OE

December 23, 1971

D. D. Rohrbough, Resident Engineer
Oregon State Highway Department
P. O. Box 384
Clackamas, Oregon 97015

Re: Contract Nos. 7508
East Portland Freeway - Roadside Improvements

Dear Mr. Rohrbough:

On May 4, 1971, we filed a request for extension of time on the subject contracts pursuant to Section 108.09 of the Standard Specifications. While the pay estimates subsequently reflected an adjustment of contract time for force account work beyond the scope of the contracts, which we have performed, the progress estimates do not reflect any adjustment pursuant to our earlier request. Further, the progress estimates indicate an assessment of liquidated damages. We strongly object to the State's failure to adjust the contract time, and to the assessment of liquidated damages.

You are surely aware that weather conditions during the winter and spring of 1971 were unanticipatedly severe in the area where the work was performed. Climatological data indicates that rainfall for the first half of the year, at Oregon City, was approximately 30% higher than mean, and that significant precipatation (more than 0.1 inch) fell on 50% more days than could have been anticipated from previous experience.

The contract time is unusually brief, with completion dates of May 31, 1971. The above unusual weather conditions made it impossible for us to do our site preparation work and install our sprinkler systems until well into the spring, and virtually impossible to complete the contracts timely. Further, we were required to do force account preparatory work (additional 5,500 yds. of top soil) during a time when we had anticipated

CONTRACT # 7508

being able to accomplish planting, and at a time when conditions were optimal for planting.

The abnormally severe weather, in addition to our force account work, have abviously delayed completion of the project. Each of these factors arose from circumstances beyond our control. Accordingly, we are entitled, and again request, an extension of sixty days in the contract time for the contract, during which time liquidated damages should not be assessed.

Enclosed with this letter is an office memo to Bill Klimak, which will help to show the weather conditions and other factors which affected our ability to procede with the work.

We have made every effort to accomplish the contract work in the shortest possible time, consistent with good horticultural practice. We hope that our candor at this stage will facilitate a prompt discussion and resolution of this matter.

Sincerely,
Landscaping Inc.

By Dave Lewis
Oregon Area Manager

cc: Kobin & Meyer
Ed Hunnicutt

RE ARE ARE
DEC 28 1971
BRE ABRE OE
Due Date ....

RECEIVED
MAR 31 1972
FOR FILING

7508

March 31, 1972

Insurance Co. of North America
222 Sansome Street
San Francisco, California 94104

Attention: Bond Department

Gentlemen:

On March 17, 1972, we wrote to you concerning release of final payment on Contract No. 7508 awarded to Landscaping, Inc., for roadside improvement on the S. West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

Final payment on this contract is $9,490.50 and the total contract amount is $179,270.58, including $314.21 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Landscaping, Inc.
6902 - 220th S. W.
Mountlake Terrace, Washington 98043
bc Frank Morgan
Walt Hart
V. E. Skoog
L. W. Rulien

RECEIVED
MAR 24 1972
FOR FILING

7508

DATE March 23, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 3

Landscaping, Inc., contractor on the South West Linn-Tualatin River landscaping project of the East Portland Freeway in Clackamas County, Contract No. 7508, has made a second request for time extension again citing weather conditions (rainfall) and a topsoil overrun. The contractor's first request was acted upon at the July 27, 1971 Commission meeting when the contract was still not completed, at which time a 30-day extension was granted. In effect, this extended the completion date to June 30 from the May 31, 1971 date specified (the contractor had requested a 60-day extension). The project was completed November 24, 1971 and after allowing for the approved time extension and a summer season stop work order, a total of 29 days liquidated damages has been assessed at the rate of $100 per day, or $2,900.

The weather records have been reviewed and do not indicate rainfall so exceptional from normal as to justify any extension. The topsoil overrun work is already recognized in the 30-day extension granted previously.

This was a Federal-aid Interstate project. This new request has been reviewed by the Federal Highway Administration which has now formally rejected participation in further time extension. I therefore recommend that the request be denied.

This matter will be on the agenda for your consideration at the April 4 meeting.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
V. E. Skoog

L. H. Young
L. W. Rulien

JAB:fw cg

RECEIVED
MAR 20 1972
FOR FILING

7508

March 17, 1972

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7508 Work Completed November 24, 1971

Project South West Linn - Tualatin River Section

Type of Work Roadside Improvement

Highway East Portland Freeway County Clackamas

Contractor Landscaping, Inc.

Recommended acceptance date March 16, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 4 for your formal concurrence.

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
F. D. Morgan
W. J. Hart

VG:alc

RECEIVED
MAR 16 1972
FOR FILING

7508

March 15, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

496

Dear Sir:

Oregon I-205-7(15) and (16)
Labor Compliance Complaint
Landscaping, Inc.

Reference is made to your letter of February 8 concerning the above subject.

The contractor has now issued supplemental checks to all parties who were underpaid during the period questioned and has submitted certified payrolls to confirm these payments. It is believed that this action satisfactorily closes the matter.

The certified payrolls and pertinent correspondence is on file in the Construction Engineer's office should you desire to review them.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan
L. W. Rulien

EAP:fr ja

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 10, 1972

SUBJECT:

To: Mr. L. W. Rulien
Region Engineer
P.O. Box 02157
Portland, OR 97202

Herewith a copy of a letter received from the Federal Highway Administration regarding a complaint by Mr. Shelton E. Bearden, who alleges he was underpaid by Landscaping, Inc., contractors on the S.W. Linn-Tualatin River Contract 7508 and the Tualatin River -Pacific Highway Contract No. 7509.

A check of the certified contractors payrolls on file in this office reveals that no payrolls have been received covering the period of September 7, 1971 to October 19, 1971 when Mr. Bearden claims that the underpayment took place. It is noted, however, on the engineer's Weekly Reports that some weeding and cleanup work was underway during this period of time.

Will you please have an immediate investigation made of this complaint and advise this office of your findings and recommendations. Final payment on these two contracts is being withheld until such time that this matter is resolved.

F. D. Morgan
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

NOTED
A. E. JOHNSON

EAP:fr

Attach.

cc: A. E. Johnson
Federal Highway Administration

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-6

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 8, 1972

In reply refer to: 10-35-DA

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(15) & (16)
Labor Compliance Complaint
Landscaping, Inc.

A labor compliance complaint has been made to the FHWA Regional Office by Mr. Shelton E. Bearden. Mr. Bearden claims underpayment of wages and filed the following information:

Mr. Bearden was employed by Landscaping, Inc. while working on Highway 205 from the West Linn Interchange. During the period July 7, 1971, to July 23, 1971, Mr. Bearden said he received a wage of $5.72 an hour for his classification of laborer. From September 7, 1971, to October 19, 1971, Mr. Bearden worked on the project in the same classification yet was paid only $3.50 an hour. Mr. Bearden stated that many other employees of the contractor were paid rates less than required by the contract wage determination during this same period and that he has retained his payroll check stubs to substantiate his claim of underpayment. Mr. Bearden's home address is 1863 Juniper Street, Sweet Home, Oregon.

Please investigate this complaint and submit a report.

2-11-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Routing
Keasey
Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

RECEIVED
FEB 15 1972
CONSTRUCTION
SECTION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I 205-7(16) 294
-1508

February 28, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

496

Dear Sir:

Re: Oregon I-205-7(15) and (16)
Labor Compliance Complaint
Landscaping, Inc.

Reference is made to your letter of February 8 regarding the above subject.

The Resident Engineer for these projects has contacted the contractor by telephone and advised him of the complaint and the action necessary to correct any discrepancies. This call was also confirmed by letter. The contractor has been advised that he must submit certified payrolls for the period covered in the complaint and shall submit photostatic copies of all checks issued to correct any underpayments made.

We will keep you informed of any further developments in this case.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan

EAP:fr ja

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1972

SUBJECT: Interim Report
Assignment No. 496 AEJ

To: Mr. A. E. Johnson
Asst. State Highway Engineer
BUILDING

This is an interim report of action taken regarding a labor compliance complaint filed by Shelton E. Bearden against Landscaping, Inc., contractor for landscaping on two contracts on I-205 between the Pacific Highway and West Linn.

Resident Engineer Rohrbough has contacted the contractor by telephone and followed with a letter advising him of the complaint and explaining the necessary action to satisfactorily bring this matter to a close. Certified payrolls and photostatic copies of checks written to cover any shortage in payment have been requested. Further reports will be made as soon as information is available.

A rough draft of an interim report to the FHWA is attached, should you desire to send it.

F. D. Morgan
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Labor Compliance Officer

EAP:fr

Attachment

RECEIVED
FEB 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7508

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 25, 1972

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

3-2-72
REFERRED TO

SUBJECT: Oregon Project I-205-7(16)294
South West Linn - Tualatin River Section
Request for Time Extension

Your recent request for approval of an additional time extension on the subject project has been reviewed. You indicate that the topsoiling and irrigation system work extended to virtually the end of the spring planting season thereby translocating some of the work into a fall planting season.

While this is true it is not considered adequate justification for additional time since scheduling of the work is the responsibility of the contractor and because with an adequate work force all contract work, including that performed under Price Agreement No. 3, could have been completed prior to the end of the spring planting season.

For this reason your request cannot be approved.

RECEIVED
MAR 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 16 1972
FOR FILING

205-7(16)274

7508

February 14, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: South West Linn-Tualatin River Section
Contract No. 7508
Oregon Project I-205-7(16)294
Request for Time Extension

Landscaping, Inc. has made a second request for extension of time, again citing weather conditions (rainfall) and a topsoil overrun. The contractor's first request, reviewed when the contract was still not completed, resulted in a 30-day extension. In effect, this extended the completion date to June 30 from the May 31, 1971 date specified (the contractor had requested a 60-day extension).

We have again reviewed rainfall records and do not believe the rainfall reason justifies extension. The 30-day extension already granted was based on a topsoil overrun and this reason has again been reviewed. Price Agreement No. 3 increased the topsoil item from 1,400 cubic yards bid by an additional 5,500 cubic yards at bid price (the actual quantity under the Price Agreement was 5,657 cubic yards). The area on which the topsoil was added involved up to 69 percent of the total planting area of some species, averaging about half of the overall planting area in the contract.

It took 15 workdays just to get the topsoil delivered to the project. Allowing for conversion to calendar days and some time to place the topsoil, the 30 days already allowed seems reasonable for just the overrun work. However, a related factor has not been recognized so far.

This is the effect of remobilizing in the fall and reworking the unfinished planting areas to get them ready for a fall planting. The original completion requirement was tight for this size project with irrigation systems. The topsoiling and irrigation system work extended to virtually the end of the spring planting time available, so the most efficient planting sequence was lost. Twenty-four days were charged after the "resume work" order was issued November 1. We recommend extension for one-half of this, or 12 days, for the impact of translocating work into a new planting season.

This would leave 17 days and $1,700 liquidated damages in effect.

May we have your concurrence in this extension.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan
L. W. Rulien

JAB:fw ja

RECEIVED
MAR 7 1972

FOR FILING

7508

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1972

SUBJECT: South West Linn-Tualatin River Section
Contract No. 7508
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

510

Landscaping, Inc. has made a second request for extension of time, again citing weather conditions (rainfall) and a topsoil overrun. The contractor's first request was acted upon at the July 27 Commission meeting, when the contract was still not completed, at which time an additional 30 days was granted. In effect, this extended the completion date to June 30 from the May 31, 1971 date specified (the contractor had requested a 60-day extension).

We have again reviewed rainfall records and updated our monthly comparison as shown on the attached tabulation. From February through June (five months), three months had up to 30 percent above normal rainfall (at Portland Airport in April) but the other two months were below normal. This data simply does not indicate rainfall enough from normal to justify any extension.

Admittedly, the completion requirement on this project was quite tight. Bids were opened December 3, 1970 with six bidders and the contract amount is $174,410. About 21 percent of this was for irrigation system work.

The contractor signed Price Agreement No. 3 which increased the topsoil item from 1,400 cubic yards bid by an additional 5,500 cubic yards at bid price (the actual quantity under the Price Agreement was 5,657 cubic yards). Even with this significant increase, there were enough other underruns so that the actual contract money amount as completed overran only 4.9 percent. The 30-day extension already granted was based on this topsoil overrun. The area on which the topsoil was added involved up to 69 percent of the total planting area of some species, averaging about half of the overall planting area.

I have discussed this time problem with the Landscape Engineer and he confirms that the addition of the topsoil actually made the subsequent planting easier in the areas involved.

NOTED
A. E. JOHNSON

As the record now stands, 29 days liquidated damages have been withheld from the contractor at $100 per day. The Region recommends additional extension for about half of this, or 14 days, on the theory that the contractor could have been completed about June 15 with only 15 days liquidated damages accrued if we had not added the topsoil.

In discussing this with the FHWA Area Engineer, I find him very reluctant to approve any further extension. He makes the point that this contractor also had another job immediately adjacent (Contract No. 7509 on which we also have a second time request) and that in working both jobs simultaneously, there were times when the contractor did not adequately staff both jobs at the same time. We have tabulated the average work force on both projects in an effort to check this point. The Resident Engineer has graphed similar information which is shown on the attached chart. From mid-April through June, there does appear to be some days when the work force was concentrated on one project or the other.

It took 15 workdays just to get the topsoil delivered to the project. Allowing for conversion to calendar days and some time to place the topsoil, the 30 days already allowed seems reasonable for the overrun. However, the Region points out another factor not recognized so far. This is the effect of re-mobilizing in the fall, re-working the unfinished planting areas to get them ready for the fall planting. Twenty-three percent of the work was done in the fall and twenty-four days were charged after the "resume work" order was issued November 1. We recommend extension for one-half of this or 12 days for the impact of translocating this much work into a new planting season. This would leave 17 days and $1,700 liquidated damages in effect.

Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

S. WEST LINN-TUALATIN RIVER SECTION
CONTRACT NO. 7508

Date of Contract: December 10, 1970

	Average Force on Project for the Week	
Week Ending	Men	Supervision
February 6, 1971	2	1
February 13, 1971		
February 20, 1971	7	2
February 27, 1971	4	1
March 6, 1971	0	0
March 13, 1971	4	1
March 20, 1971	4	1
March 27, 1971	4	1
April 3, 1971	5	1
April 10, 1971	10	1
April 17, 1971	6	1
April 24, 1971	8	2
May 1, 1971		
May 8, 1971	12	3
May 15, 1971	12	2
May 22, 1971	9	3
May 29, 1971	16	3
June 5, 1971	5	2
June 12, 1971		
June 18, 1971	15	2
June 26, 1971	11	2
July 3, 1971	9	2
July 10, 1971	7	2
July 17, 1971	7	2
July 24, 1971	5	2
July 31, 1971	8	2
August 7, 1971	6	2
August 14, 1971	4	1
August 21, 1971	3	1
August 27, 1971	3	1
September 4, 1971	3	1
September 11, 1971	3	1
September 18, 1971	3	1
Sepember 25, 1971	3	1
October 2, 1971	3	1
October 9, 1971	3	1
October 16, 1971	4	1
October 23, 1971	3	1
October 30, 1971	5	1
November 6, 1971	10	2
November 13, 1971	10	1
November 20, 1971	14	1
November 27, 1971	9	1
December 4, 1971	9	1
December 11, 1971	7	1
December 18, 1971	5	1

TOTAL PRECIPITATION

OREGON CITY

TAKEN FROM "CLIMATOLOGICAL DATA"

(Amounts listed below in inches)

MONTH	1969	1970	1971	Departure from Normal at Portland Airport 1971
February	3.92	6.03	4.50	- .86
March	2.99	3.01	6.27	+ 1.04
April	9.44	3.76	4.33	+ .63
May	2.23	1.81	2.41	- .99
June	4.48	.69	3.16	+ .09

RECEIVED
FEB 14 1972
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-205-7(16) 294

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 8, 1972

In reply refer to: 10-35-DA

7508

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

7509
7508

SUBJECT: Oregon I-205-7(15) & (16)
Labor Compliance Complaint
Landscaping, Inc.

A labor compliance complaint has been made to the FHWA Regional Office by Mr. Shelton E. Bearden. Mr. Bearden claims underpayment of wages and filed the following information:

Mr. Bearden was employed by Landscaping, Inc. while working on Highway 205 from the West Linn Interchange. During the period July 7, 1971, to July 23, 1971, Mr. Bearden said he received a wage of $5.72 an hour for his classification of laborer. From September 7, 1971, to October 19, 1971, Mr. Bearden worked on the project in the same classification yet was paid only $3.50 an hour. Mr. Bearden stated that many other employees of the contractor were paid rates less than required by the contract wage determination during this same period and that he has retained his payroll check stubs to substantiate his claim of underpayment. Mr. Bearden's home address is 1863 Juniper Street, Sweet Home, Oregon.

Please investigate this complaint and submit a report.

REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

STATE COPY

1-13-72

cc: OSHD (A E Johnson)
Region
Wash DC
W. Bryant, Area Engr

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. I-205-7(16)	REPORT NO. 274	COUNTY ~~Clackamas~~	DIVISION Oregon
DATE OF INSPECTION 75[illegible]	INSPECTION MADE BY P. E. O'Neil, Asst Area Engr		PROJECT NO. I-205-7(16)296
IN COMPANY WITH			
QUALITY OF WORK	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 134 %	WORK COMPLETED 100 %

REPORT (include: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

* A. Harwood, Reg Const Engr, OSHD
R. Olson, Landscape Engr, OSHD
D. Rohrbaugh, Res Engr, OSHD
R. Rivett, Hwy Engr, FHWA

FEB 4 1972
REGIONAL OFFICE

cy to Const
2-16-72

NOTED
F. B. KLABOE

S. WEST LINN INTERCHANGE-TUALATIN RIVER SECTION
EAST PORTLAND FREEWAY
Landscaping

The original contract planting and construction items were completed on November 24, 1971. The plantings completed prior to June 30, 1971, have gone through their establishment period and replacement plantings were made. The original plantings that were put in this fall will have their establishment period deleted by price agreement.

The planting beds were found to be relatively weed-free and the plantings appeared healthy. The contractor has the irrigation system complete and operational, however, two pressure reducers called for by extra work order have not been installed.

The contract time was exceeded by 59 days. The contractor requested a time extension and was granted a 30-day extension. The extension is based on the added topsoil quantities and the additional time required for shaping of the topsoil after placement.

The materials reports were reviewed as the project progressed and were found in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary documents.

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
FEB 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER
REFERRED TO Asst Engineer

Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

FORM PR-338
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

I-205-7(16)294
7508

FORM 6-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: South West Linn-& Tualatin River		WEEK ENDING: January 1, 1972
		SECTION PREFIX: 603-1014
	HIGHWAY: East Portland Freeway	COUNTY: Clackamas
NAME OF JOB: S. West Linn - Tualatin River	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Landscaping Ind.	CONTRACT NUMBER: 7508	FEDERAL AID PROJECT NUMBER: I-205-7(16)294
DATE OF CONTRACT: December 10, 1970	DATE WORK STARTED: February 1, 1971	ESTIMATED COMPLETION DATE: November 24, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $201,246.85	SPECIFIED COMPLETION DATE: June 30, 1971	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $185,288.95	ENGINEERING AUTHORIZATION: $15,957.90	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $180,060.06	ENGINEERING COST TO DATE: $15,990.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: November 24, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Topsoil	Trees	Shrubs/Rose MAINTENANCE	Vines	Compost/ Mulch
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1,400	500	19,700	109,500	2,270
TOTAL QUANTITIES CORRECTED TO DATE			7,057	495	17,520	103,771	2,312
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			7057	495	17,520	103,771	2,312
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Overcast			
MONDAY 27	Overcast			
TUESDAY 28	Overcast-Snow			
WEDNESDAY 29	Overcast			
THURSDAY 30	Showers			
FRIDAY 31	Rain			
SATURDAY 25	Overcast			

BEN GIFFORD

Routing
Morr
Decker
Lund
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JAN 3 1972
CONSTRUCTION DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No Activity.
27 MONDAY	
28 TUESDAY	Six men applying fertilizer.
29 WEDNESDAY	Six men applying fertilizer.
30 THURSDAY	No activity.
31 FRIDAY	No activity.
25 SATURDAY	No activity.

REMARKS

Six men werked a portion of this week applying final spread of inorganic fertilizer. Final clean-up next week. Semifinal to be submitted next week.
FINAL REPORT.

Original to Construction
cc: Construction (2)
Landscape Dept.
Region
Files

OREGON STATE HIGHWAY DEPT.
C/O D. D. ROHRBOUGH
RESIDENT ENGINEER
P. O. BOX 384
CLACKAMAS, OREGON 97015

SIGNED D. D. Rohrbough LOCATION

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JAN 19 1972

OREGON STATE
HIGHWAY DIVISION

I-205-7(16)294

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

FAP No. I-205-7(16)294

NOTED
F. B. KLABOE

Dear Sir:

All work under Contract No. 7508, South West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County, was completed on November 24, 1971.

Price Agreement No. 8 for deletion of the establishment period has been tentatively recommended for approval by your office, December 23, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Program and Planning Engineer

RECEIVED
JAN 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Federal Highway Administration
Oregon Division Office Endorsement

Date 1-17-72

Conditions noted on above date:
Installation of two pressure reducer valves required on irrigation system prior to acceptance of the project.

for
R. E. Simpson
Division Engineer

PEO:bk
cc: R. L. Porter
F. D. Morgan

1-18-72
REFERRED TO
[illegible] - Young
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED:
TOM EDWARDS

4621

FILED
SEP 3 1971
CLAY MYERS
SECRETARY OF STATE

RECEIVED
SEP 3 2 43 PM '71
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 2, 1971

7508

Cloud Cap Nursery
Route 4, Box 1710
Gresham, Oregon 97030

NOTED ON CARD
9-8-71 RL

Attention: Kenneth R. Stone

Gentlemen:

This is to acknowledge receipt of your letter of August 25, 1971, with invoices informing us that Landscaping, Inc., owes you for 673 Golden Pfitzers in the amount of $1,068.75.

From the description given in your letter, this appears to be in reference to the Landscaping, Inc., Contract No. 7308 for roadside improvement on the South West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

The Insurance Company of North America furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise the surety of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

RECEIVED
SEP 7 1971
OREGON
STATE HIGHWAY COMMISSION

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Insurance Co. of North America
Bond Department
222 Sansome Street
San Francisco, California

Landscaping, Inc.
6902 - 220th, S. W.
Mountlake Terrace, Washington 98043

bc Commission

Hon. Clay Myers -
Please acknowledge
receipt of attached
claim on the enclosed
copy of this letter.

NOTED
C. W. HEAD

Form S-123

August 25, 1971

Oregon Highway Division
State Highway Bldg.
Salem, Oregon 97310

7508

Dear Sirs:

On May 4, 1971, we sold Landscaping Inc., 6902 220th St., Mount Lake Terrace, Washington, 475 Golden Pfitzers @$2.25, totalling $1068.75. These were planted on Highway I-205 near West Linn and Tualitan. The man making the purchase was Chuck Hazelton.

After numerous calls and billings, we have been told to contact your office to receive assistance in collecting.

Enclosed please find duplicate copies of the invoice and statement.

Any aid given in this matter will be appreciated.

Yours truly,

Kenneth R. Stone

Kenneth R. Stone
Cloud Cap Nursery
Rt. 4, Box 1710
Gresham, Oregon 97030

KS/djs
Enclosures 2

RECEIVED
AUG 31 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Rt 4, Bx 1710
Gresham Oregon
5705-duplicate

No. ~~5748~~ Dept. Date 5/4 1971

Name Landscaping Inc.

Address 6902 - 220th Mt Saka Terrace

SOLD BY	CASH	C. O. D.	CHARGE	ON ACCT.	MDSE. RETD.	PAID OUT	Washington 7/24

QUAN.	DESCRIPTION	PRICE	AMOUNT	
250	Golden pfitzer	2 25	562	50
225	Golden pfitzer	2 25	506	25
			1068	75
	West Linn - Tualatin			

Customer's Order No. duplicate - 5705 Rec'd By

RECEIVED
AUG 1 1971
OREGON
STATE HIGHWAY COMMISSION

KEEP THIS SLIP FOR REFERENCE

Rediform
5H 35

[illegible] Nursery
Rt 4 Box 1910
[illegible] 98630

Date May 17, 1971

To Landscaping Inc

Address 6902 - 240th St. Mountlake Terrace

City Washington

5/1/71	Invoice 5705			1,063	75

RECEIVED
AUG 1 1971
OREGON
STATE HIGHWAY COMMISSION

Rediform
8K 882

STATEMENT

RECEIVED
AUG 25 1971
FOR FILING

I-205-7(16)274
7508

#2

July 28, 1971

Landscaping, Inc.
6902 - 220th S.W.
Mountlake Terrace, Wa 98043

Gentlemen:

The State Highway Commission at its meeting on July 27 considered your request for a two-month extension on Contract No. 7508 for work on S. West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 30 days, with a new completion date of June 30, 1971, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

bc: F. D. Morgan
V. E. Skoog
L. W. Rulien
D. D. Rohrbough
Fed. Highway Adm.

RECEIVED
JUL 8 - 1971
FOR FILING

I-205-7(11)274
7508

July 8, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 2
July 27, 1971 meeting

Gentlemen:

Landscaping, Inc., contractor on the South West Linn-Tualatin River roadside improvement project, Contract No. 7308 in Clackamas County, has requested a two-month extension of the contract time. The contractor cites wet weather and the addition of 5,500 cubic yards of topsoil to the bid quantity.

Bids were opened on this project December 3, 1970, and had a specified completion date of May 31, 1971, which anticipated some work in poorer early spring weather. However, the added topsoil is a significant amount and does justify extension. A price agreement added 5,500 cubic yards of topsoil, most of which had to be added on the sound barrier mounds in the vicinity of Blankenship Road. The addition of this topsoil delayed the considerable amount of planting to be done in the same areas.

I recommend a 30-day extension for the added topsoil work, with a new completion date of June 30, 1971. Liquidated damages accrue at the rate of $100 per day. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the July 27 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
L. W. Rulien

JAB:fw sr

Landscaping, Inc.

6902 220th S.W.
Mountlake Terrace, Wn. 98043
206-774-4138

May 4, 1971

Oregon State Highway Department
P.O. Box 384
Clackamas, Oregon 97105

Attn: D.D. Rohrobough

Re: Request for Time Extension
Contract #7508
East Portland Freeway

Gentlemen:

We are enclosing a request for extension of time on the above mentioned project. On this project due to the wet winter and Spring we have been unable to install our sprinkler systems or do any ground preparation work successfully until the end of April. Also we have an additional 5,500 yds. of topsoil to install before we can proceed with the planting in certain areas. Therefore we are asking your consideration of granting a 60 days time extension. We are working as diligently as we can to complete this project.

Very truly yours,

Joe H Conrad

Joe H. Conrad
Landscaping, Inc.

JHC/jk

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7508 Contractor Landscaping, Inc.

Highway East Portland Freeway

Section S. West Linn-Tualatin River

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend one-month extension for topsoil added by Price Agreement No. 3.

Recommended for Approval:

Division Engineer

For Construction Engineer ~~or Bridge Engineer~~

A E Johnson
State Highway Engineer

Contract No. 7508

Project designation I-205-7(16)[illegible]

Date awarded 12/22/70

Work started 2/1/71

Per cent completed 90% 5-25-71

No. of Workdays Allowed Specified Comp. date 5-31-71

No. of Workdays Used

No. of Added Workdays Requested 60

[illegible] (Rev.)—5M—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 4, 19 71

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from May 30 days to July 30 days, within which to complete our Contract No. 7508, without the assessment of liquidated damages. The said contract is described as follows: Roadside Improvements (landscaping) E. Portland Freeway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See Attached Letter

Respectfully submitted,

Landscaping, Inc.
Contractor

By J H Conrad

CONSENT OF SURETY

Date May 5, 19 71

We, INSURANCE COMPANY OF NORTH AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert Carlton
Robert M. Carlton Attorney-in-fact
DAWSON & CO., Inc.
BY: Resident Agent
Seattle, Washington

(SEAL)

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 15, 1971

SUBJECT: South West Linn-Tualatin River Section
Contract No. 7508
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Landscaping, Inc., requests a two-month extension in their contract time. This is a roadside improvement with a specified completion date of May 31, 1971. The contractor cites wet weather and the addition of 5,500 cubic yards of topsoil to the bid quantity.

Bids were opened on this project December 3, 1970 on the basis of a spring planting so it obviously had to be performed in the wettest season of the year. We doubt that May was so unseasonably wet as to justify extension of time. The official climatological data is only available through February . The February data and the March and April graphic precipitation charts do not show excessive rainfall for the project area. However, the added topsoil is a significant amount and does justify extension.

The topsoil bid quantity was 1,400 cubic yards. Price Agreement No.3 negotiated in March added 5,500 cubic yards. Most of this topsoil had to be added in the vicinity of Blankenship Road on the sound barrier mounds. The contract plans include considerable planting through these areas but did not anticipate the necessity of added topsoil. Placement of soil on these mounds is probably more difficult than in some areas as they are not as accessible, particularly in wet weather. The soil was placed during two weeks in the first half of May and additional time was required for shaping. The considerable amount of planting in these areas, some of which might have been able to proceed during some of the wet weather, earlier, has, of course, had to be delayed until the topsoiling work was completed.

We concur with the Regional and Resident Engineer recommendation for a 30-day extension. This would be to a new completion time of June 30, 1971, which is currently the estimated action completion of the project. This is a Federal-aid Interstate project. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

NOTED
A E JOHNSON

RECEIVED
JUN 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 29, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(16)294
South West Linn-Tualatin River Section
Request of Time Extension

Johnson

I concur in the recommended 30-day extension which would establish a new completion date of June 30, 1971 for the subject project.

cy to Morgan
7-6-71

NOTED
TOM EDWARDS

RECEIVED
JUL 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

TOTAL PRECIPITATION

OREGON CITY

TAKEN FROM "CLIMATOLOGICAL DATA"

(Amounts listed below in inches)

MONTH	1969	1970	1971
February	3.92	6.03	4.50
March	2.99	3.01	
April	9.44	3.76	
May	2.23	1.81	

~~*C 30.62/3~~
~~.X75/3~~

~~OREGON STATE LIBRARY~~
~~Documents Section~~
APR 12 1971

Document collection
Oregon collection

NOT
FOR
LOAN

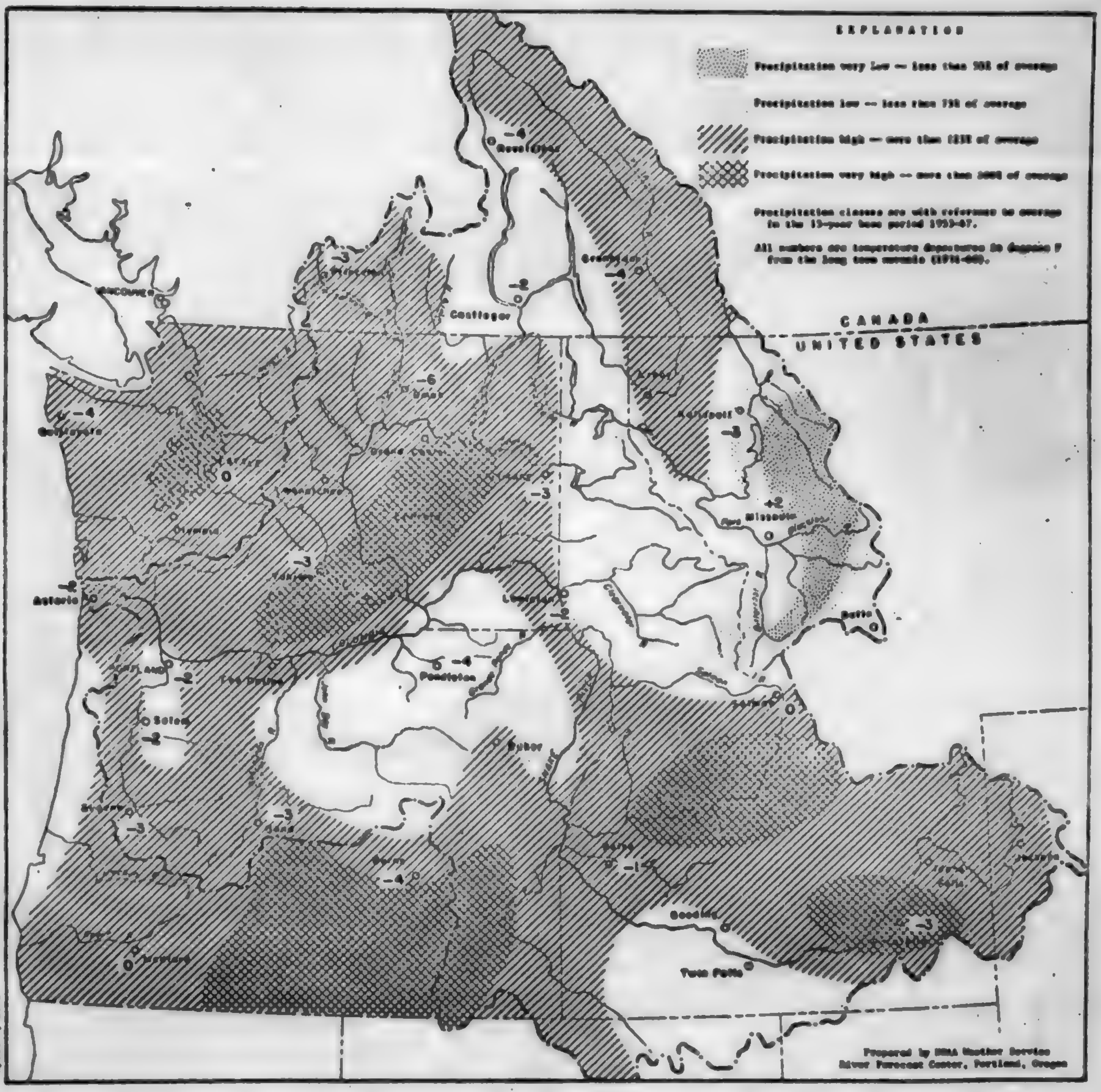
PACIFIC NORTHWEST
MONTHLY PRECIPITATION AND TEMPERATURE

UNITED STATES DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

IN COLLABORATION WITH

CANADA — DEPARTMENT OF TRANSPORT — METEOROLOGICAL BRANCH

MARCH 1971


EXPLANATION
Precipitation very low — less than 50% of average
Precipitation low — less than 75% of average
Precipitation high — more than 125% of average
Precipitation very high — more than 200% of average
Precipitation classes are with reference to average in the 13-year base period 1955-67.
All numbers are temperature departures in degrees F from the long term normals (1931-60).
CANADA
UNITED STATES
Revelstoke
Cranbrook
Castlegar
Vancouver
Quillayute
Omak
Kalispell
Missoula
Butte
Wenatchee
Olympia
Yakima
Astoria
Portland
The Dalles
Pendleton
Lewiston
Salem
Baker
Boise
Eugene
Burns
Medford
Gooding
Twin Falls
Jackson
-4
-3
-2
-6
-1
0
+2
Prepared by NOAA Weather Service
River Forecast Center, Portland, Oregon
April 6, 1971

MOST OF THE COLUMBIA BASIN WAS COLD, WET AND WINDY DURING MARCH.

EXCEPT FOR TWO WARM PERIODS, 17TH-23RD AND 30TH-31ST, WHEN HIGH PRESSURE DOMINATED AND DAYTIME TEMPERATURES REACHED THE 50'S AND 60'S, A CONTINUOUS PROGRESSION OF STORMS BROUGHT CLOUDY, WET WEATHER TO THE COLUMBIA BASIN. HEAVIEST RAINS FELL WEST OF THE CASCADES WITH THE EXCEPTION OF THE 11TH-12TH AND 22ND-23RD WHEN INTENSE STORMS REACHED INTO THE MIDDLE AND UPPER SNAKE. LONG TERM RAINFALL RECORDS WERE EXCEEDED AT SEATTLE, EUGENE, MEDFORD, KLAMATH FALLS AND LAKEVIEW (GREATEST SINCE 1904). UNPRECEDENTED COLD WEATHER ON THE 1ST AND 2ND SET NEW RECORD LOW TEMPERATURES OF 22°F AT ASTORIA, SALEM 12, CORVALLIS 12 (SET IN 1891), BOISE 6, AND PLUNGED TO 33° BELOW ZERO AT WEST YELLOWSTONE. ON THE 16TH AN UNUSUAL SNOW STORM AT MEDFORD PRODUCED THE HEAVIEST SNOWFALL OF RECORD FOR ANY ONE DAY IN MARCH.

*C30.62/3
~~971/1~~

OREGON STATE LIBRARY
MAY 12 1971

PACIFIC NORTHWEST
MONTHLY PRECIPITATION AND TEMPERATURE

UNITED STATES DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL WEATHER SERVICE

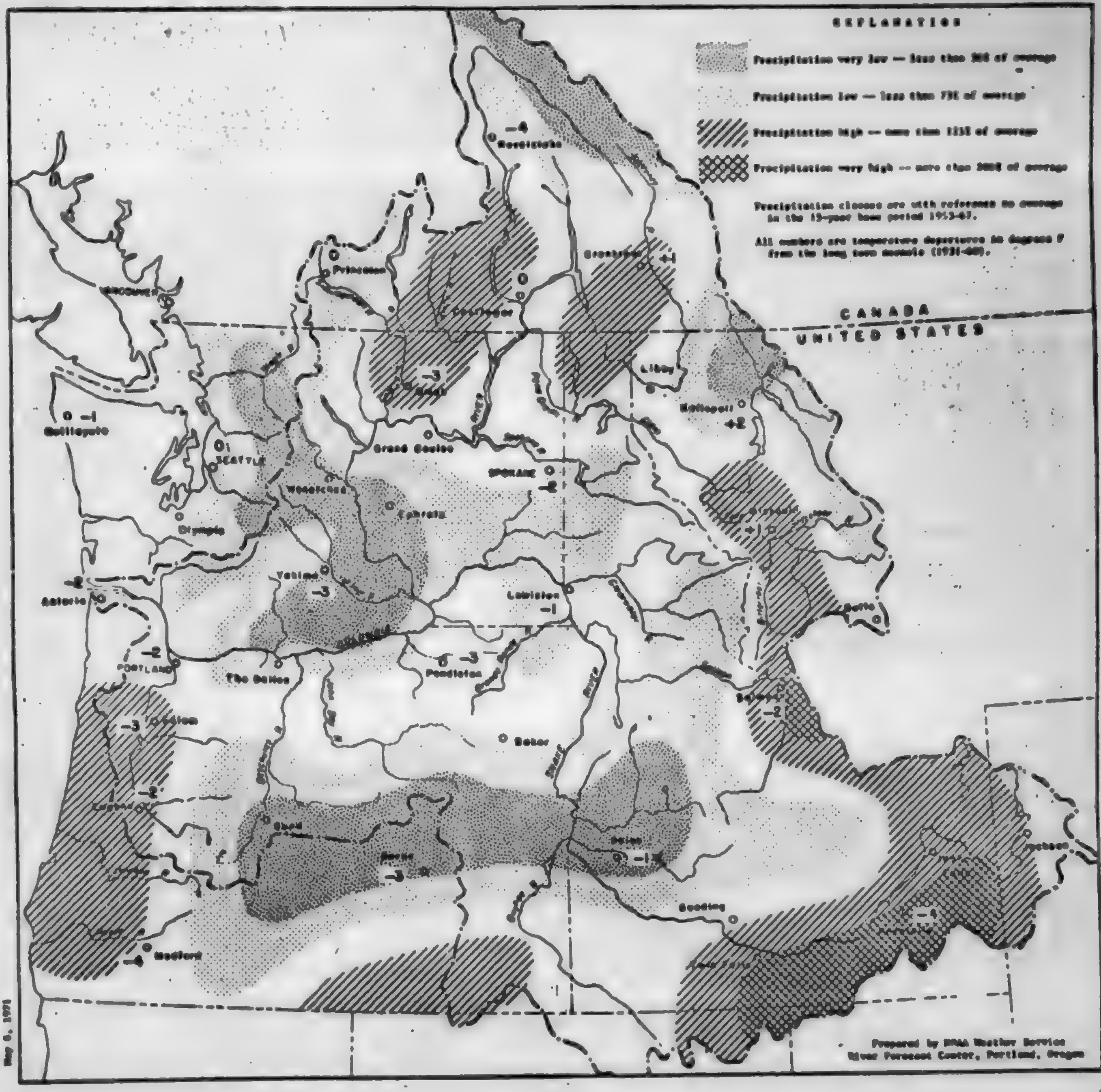
IN COLLABORATION WITH

CANADA — DEPARTMENT OF TRANSPORT — METEOROLOGICAL BRANCH

APRIL 1971

Document Collection
OREGON COLLECTION

NOT FOR LOAN


EXPLANATION
Precipitation very low — less than 50% of average
Precipitation low — less than 75% of average
Precipitation high — more than 125% of average
Precipitation very high — more than 200% of average
Precipitation classes are with reference to average in the 15-year base period 1953-67.
All numbers are temperature departures in degrees F from the long term normals (1931-60).
CANADA
UNITED STATES
Revelstoke
-4
Princeton
Vancouver
Cranbrook
-1
-3
Libby
Kalispell
+2
Bellingham
-1
Seattle
Grand Coulee
Spokane
-2
Wenatchee
Ephrata
Olympia
Yakima
-3
Astoria
-2
Lewiston
-1
Portland
-2
The Dalles
Pendleton
-3
Salem
-3
Eugene
-2
Baker
Bend
Burns
-3
Boise
-1
Medford
-4
Gooding
Prepared by NOAA Weather Service
River Forecast Center, Portland, Oregon
May 6, 1971

APRIL WAS COOL WITH NEAR-NORMAL RAINFALL FOR THE COLUMBIA BASIN AS A WHOLE.

POCKETS OF ABOVE-AVERAGE RAINFALL WERE RECORDED FROM THE BITTERROOT SOUTHWARD INTO THE UPPER SNAKE, OVER WESTERN OREGON VALLEYS AND THE COLUMBIA ABOVE GRAND COULEE NORTHEASTWARD OVER KOOTENAY LAKE. BELOW-AVERAGE AMOUNTS FELL ELSEWHERE WITH THE DRIEST AREA FROM BEND EASTWARD INTO THE BOISE-PAYETTE BASINS WHERE AMOUNTS WERE DOWN TO 30 PERCENT OF THEIR APRIL AVERAGE.

WITH THE EXCEPTION OF TWO PERIODS, 8-10TH AND 22-24TH, COOL WESTERLY WINDS CARRIED WEAK STORMS EASTWARD OVER THE COLUMBIA BASIN. DURING THESE PERIODS, TEMPERATURES REACHED THE 70's AND 3 TO 5 INCHES OF RAIN FELL OVER OREGON COASTAL AREAS DURING THE FIRST PERIOD AND 0.75-1.50 INCH OVER THE MIDDLE AND UPPER SNAKE DURING THE SECOND PERIOD. TWENTY-FOUR HOUR TOTALS REACHED 3.42 INCHES ON THE 10TH AT CAPE BLANCO AND 2.25 INCHES ON THE 9TH AT EUGENE, SETTING A NEW 24-HOUR APRIL RAINFALL RECORD.

FORM E-30

Routing

E

RECEIVED
JUN 2 1971
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 1, 1971

SUBJECT: S. West Linn - Tualatin River Section
East Portland Freeway
Contract No. 7508

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Enclosed find the "Request For Time Increase In Number of Work Days" for the subject project. The request is based upon wet weather and on extra work. The wet weather alone would, of course, not be an acceptable reason for granting additional time. However, it did cause considerable delay to the performance of the extra work, which included the placing of 5,500 cubic yards of top soil. It is very difficult to assess the combined affects of weather and extra work on the project. The extra work amounts to about 14% of the contract, with approximately 170 days allotted to accomplish this work.

On a basis of increased work alone, the contractor should be entitled to an additional 22 days. The inclement weather experienced through most of April and May affected placement of this top soil more than any other operation. During the months of April and May, job diary records rain at least two days of every week, except for the first week in May.

Two days of rain a week makes top soil placement extremely difficult, if not impossible. I am not sure that the contractor should not be entitled to more than 30 days recommended by Resident Engineer Rohrbough. On the basis that we expect work to be completed within these 30 days I will go along with Rohrbough's recommendations, with the suggestion that perhaps final consideration of this request be delayed pending the completion of the project.

L. W. Rulien
Regional Engineer

by Allan C Harwood
A. C. Harwood
Regional
Construction Engineer

ACH/bd
enc
cc: D. D. Rohrbough

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Clackamas, Oregon 97015
May 11, 1971

To: L.W. Rulien
Regional Engineer
Portland, Oregon

SUBJECT: Contractors Request for Extension of Time
E. West Linn - Tualatin River
East Portland Freeway
Contract No. 7508

Attached please find 5 copies of form E-320, Contractors Request for Increase in Number of Workdays to Complete Construction Contract.

The contractor has requested 60 days additional time to complete this work. He bases this request on the wet winter and spring which has delayed his work. Also we have added 5,500 c.y. of topsoil which has to be placed on planting areas.

Bids were opened on this contract December 3, 1970, and the pre-construction conference was held December 18, 1970. At the time of the pre-construction conference the contractor indicated they would start work about January 4, 1971. Actual work was started February 1, 1971 and was carried on whenever possible since that time. Work during February, March and part of April was often not very productive due to wet conditions. The hauling and spreading of topsoil had to be done during favorable weather.

I would recommend a thirty day extension be granted on this project. If additional time is required beyond this amount it will be considered after the job completion.

D.D. Rohrbough
Resident Engineer

☐ ☐ ☐ ☐
DE ADE ADE OE
MAY 12 1971
☐ ☐ ☐
TE UE DES

RECEIVED
JUN 23 1971
FOR FILING

I-205-7(16)294
7508

June 17, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Request for Time Extension
South West Linn-Tualatin River Section
Oregon Project I-205-7(16)294
Contract No. 7508

The contractor on the subject project has requested a two-month extension on the contract time. This is a roadside improvement project with a specified completion date of May 31, 1971. The contractor cites wet weather and the addition of 3,300 cubic yards of topsoil to the bid quantity.

Bids were opened on this project December 3, 1970, on the basis of a spring planting. We doubt that May was so unseasonably wet as to justify extension of time; however, the added topsoil is a significant amount and does justify extension.

The topsoil bid quantity was 1,400 cubic yards. Price Agreement No. 3 added 3,300 cubic yards. Most of this topsoil had to be added on the sound barrier mounds in the vicinity of Blankenship Road. The contract plans included considerable planting through these areas but did not anticipate the necessity of adding topsoil. Placement of soil on these mounds is probably more difficult than in some areas as the mounds are not as accessible, particularly in wet weather. The soil was placed during two weeks the first half of May and additional time was required for shaping. The considerable amount of planting in these areas had to be delayed until the topsoil work was completed.

We recommend a 30-day extension which would establish a new completion date of June 30, 1971, and ask your concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan
L. W. Rulien

JAB;fw ms

c

RECEIVED
DEC 31 1970
FOR FILING

I-205-7(16)274
7508

December 31, 1970

Landscaping, Inc.
6902-220th S. W.
Mountlake Terrace, Washington 98043

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7308 for roadside improvement on S. West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc Ins. Co. of North America
222 Sansome Street
San Francisco, California 94104

Frank Morgan
Ivan Merchant
Roy Olson
L. W. Rulien
D. D. Rohrbough

DEC 16 1970

I-205-7(16)294
7508

December 15, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of December 7, 1970, is requested in the award of contract for the S. West Linn-Tualatin River Section, Project No. I-205-7(16)294.

The contractor receiving the award is Landscaping, Inc., in the amount of $174,410.00, with Contract No. 7508 assigned. This bid was received on December 3, 1970, and awarded December 10, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By RNC

for L. H. Young
Program and Planning Engineer

DAR:ia

FHWA Endorsement

Date__________________________

I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
DEC 14 1970
FOR FILING

I-205-7(16)294
7514

December 11, 1970

Landscaping, Inc.
6602-220th S. W.
Mountlake Terrace, Washington 98043

Gentlemen:

Enclosed are three copies of Contract No. 790[illegible] for $174,410.20 awarded to you by the State Highway Commission on December 10, 1970, for roadside improvement on the S. West Linn-Tualatin River Section of the East Portland Freeway in Clackamas County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

al
Enclosures

bc F. D. Morgan
I. D. Merchant
D. D. Rohrbough
Roy Olsen
L. W. Rulien
William Geibel (SAIF)

TRANSACTION NUMBERS 5-25 THRU 5-30

Klaboe

ORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 5-12-70
BY (Signature): MR. YOUNG'S APRIL 22, 1970 LETTER
TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

TAGE 1 * TEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 604 THRU 609

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
04	I-205-7(15)290	0.0	145,000	133,600	TUALATIN RIVER—PACIFIC HIGHWAY	LANDSCAPING
05	I-205-7(16)294	0.0	267,000	246,100	SOUTH WEST LINN INTERCHANGE - TUALATIN RIVER SECTION	LANDSCAPING
606	I-205-7(17)297	0.0	84,000	77,400	WILLAMETTE FALLS REST AREA AND VIEW POINT	LANDSCAPING
07	I-205-7(18)298	0.0	72,000	66,300	WEST LINN INTERCHANGE	LANDSCAPING
08	I-80N-5(36)206	0.0	280,000	258,000	WEST & SOUTH PENDLETON INTERCHANGES	LANDSCAPING
09	I-80N-5(37)208	0.0	160,000	147,000	EMIGRANT AVENUE INTERCHANGE (PENDLETON)	LANDSCAPING

5-12-70

REMARKS (Division)

RECEIVED
MAY 15 1970

I-205-7(16)294
7508

Young 5-15-70

NOTED
F. B. KLABOE

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		5-12-70	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
APR 24 1970

I-205-7(16)294
7508

April 22, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for six Interstate Projects, Item Nos. 604 thru 609, which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intentions to receive bids for these projects on June 4, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	4-22-70

FEDERAL - AID

(PP

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-205 1.2 Mi. S.W. West Linn S.W. 3.0 Mi. 21 65	**ADT**	PRESENT 6,900	FUTURE 16,800 (66) (70)	YE (71

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Landscaping 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate		COUNTY NAME	
	NAME OF URBAN AREA 17-31 Portland		ROUTE NO. I	FEDERAL- I-2

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67)
5					**PE**		I-205 1.2 Mi. S.W. of West Linn S.W. 3.0 Mi.			
5					**ROW**		(South West Linn Interchange-Tualatin River Section)			
5					**CONST** (CODE)			0.0	267,000	246,100

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	267,000 (16) (23)	246,100 (24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3.0 Mi. 65	**ADT**	PRESENT 6,900	FUTURE 16,800 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 605 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER SEQ. NO. 205-7(16) 7 13	I. Projects Only POST MI. 294 (24) (26) DESIG. 27

COUNTY NAME Clackamas	CODE 005 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. I	FEDERAL-AID I-205 (32)	STATE (36)	U.S. (37) I-205 (41)

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(54) (58)	(59) (66)	(67) (76)		
.0					
n					
	0.0	267,000	246,100	20,900	
T S	0.0	267,000	246,100	20,900	
		(16) (23)	(24) (32)		

ESTIMATED PROJECT COST BY PHASES

CHARACTER OF PROPOSED WORK

(Full description)

Landscaping consisting of furnishing topsoil, planting trees, shrubs and vines; irrigation system in S. West Linn Interchange Area.

ROW-200' Min.; Access Control-Full; Park. Restriction-Complete.

REMARKS

Additional Data: Items 517, 538 and 539; Projects I-205-7(10)298, I-205-7(11)294 and I-205-7(12)290.

-OVER-

REMARKS - Continued

For 37-B: On R/W-1, R/W-F, Sanitary Facilities-N.

Public hearing not required under provisions of paragraph 6c of PPM 20-8.

This project is considered as stage construction of this portion of I-205 and location/design approval was considered to have been given under Project I-205-7(11)294 and same agreed to by BPR letter of February 9, 1970 subject: "West Linn-Pacific Hwy. Section".

Clearinghouse review is not required under the provisions of paragraph 2b of IM 50-1-70, as all right of way was acquired prior to Sept. 30, 1969. BPR concurred in this concept by their letter of February 19, 1970.

RECEIVED
FEB 3 - 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(16)294
7508

February 2, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

West Linn-Pacific Highway Section
(Roadside Improvement)
Project I-205-7 (-) 294
East Portland Freeway Highway
Clackamas & Washington Counties

Dear Sir:

We hereby request your concurrence that design approval was given for the subject project July 2, 1968 when the Bureau of Public Roads authorized the State to advertise the following projects for bids:

1. I-205-7 (11) 294 West Linn-Tualatin River Section
   (Grading, Paving, Structures, Signing and Illumination)

2. I-205-7 (12) 290 Tualatin River-Pacific Highway Section
   (Grading, Paving, Structures and Signing)

These two projects are under contract and will provide upon completion four 12-foot traffic lanes of high-type pavement, 10-foot right and 6-foot left shoulders, and a median variable in width (16-foot minimum and 226-foot maximum). The proposed roadside improvement project is another stage required in the overall construction of these sections of I-205 and the costs for such work was included in the 1968 Interstate Cost Estimate compiled in accordance with Section 104 (b) (5), Title 23, U.S. Code, Highways. In view of these facts and others set forth hereinafter, we are of the opinion that the intent of current PPM 20-8 has been fulfilled for the subject project which is considered as stage construction of this section of I-205, and we further request your confirmation that no further action is required for the subject project under paragraph 10 of PPM 20-8.

The subject project is roadside improvement consisting of selective cutting and clean-up of native vegetation saved during the grading between the west end of South West Linn Interchange and the Tualatin River and planting trees, shrubs and vines intermittently between the Tualatin River and the Pacific Highway. Each Interchange within the limits of the project as well as the Willamette Falls View Point and Safety Rest Area will be landscaped with planting of trees shrubs and vines and also planting of lawn areas with irrigation at West Linn and South West Linn Interchanges and the Willamette Falls View Point and Safety Rest Area. This type of project, because of the kind of improvement, is incidental work to Interstate projects considering present Interstate Standards. The subject project does not change the layout or function of connecting roads or streets or of the existing facilities, does not have an adverse effect upon abutting real property and does not require additional right-of-way, therefore does not change or alter the approved location and design of Projects I-205-7 (11)294 and I-205-7 (12) 290, but only improves the aesthetics of this section of Interstate Highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

JG:aw
cc: F. B. Klaboe✓
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

RECEIVED
FEB 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 1969

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-205-7(16)294

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7508

DATE: December 19, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon I-205-7(-)294
West Linn-Tualatin River Section
East Portland Freeway

The plans and cross-sections for the above project were submitted to this office by Mr. Klaboe's December 11 letter. Because of the increased interest and emphasis being focused on noise abatement we feel that this project is a most timely undertaking. We concur with your proposal for noise abatement on this particular section and the design concept is hereby approved.

To make the project more meaningful it is suggested that several identical or similar highway situations (without mounding) be identified for study purposes. Then, readings from a sound-measuring device could be taken at all locations and compared so that the benefits of mounding in this case can be established.

12-24-69

REFERRED TO
Barber - Morgan
By Asst. State Hwy. Engr.

Have Ruben contact Traffic and set up monitoring system.

RECEIVED
DEC 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 11 1969

FOR FILING

I-205-7(16)274
1508

December 11, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: West Linn-Tualatin River Section, East
Portland Freeway, Clackamas County
Roadside Improvement, Your Ref: 08-35-DA

As suggested in your memorandum of November 5, a study has been made through this section to determine areas where it would be practical to construct "mounds" for the purpose of noise abatement.

It is anticipated that excess material will be available from the Walker slide. The use of this material for construction of the "mounds" will offer an opportunity to evaluate this type of noise control. The excess material will be selected so at least a two-foot depth of suitable soil is provided for planting. The length of "mounds" can be varied and will be worked out in the field to conform with the quantity of slide material.

The "mounding" is designed similar to those constructed by the Maryland State Road Commission.

Attached are typical sections showing the design of "mounds" and a plan indicating locations of the mounded areas.

The design concept of "mounding" for noise abatement is presented for your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
R. E. Olson

REO:de srb

Atts.

NOV 1[illegible] 1969

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

I-205-7(16)294
7508

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 5, 1969

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon I-205-7(--)294
W. Linn - Tualatin River Section
East Portland Freeway
Roadside Improvement

The proposed landscape plan for the South West Linn Interchange, as submitted with Mr. Barbee's letter dated October 29, 1969, has been reviewed. The plan sheets are very attractive and provide an excellent comprehensive picture of the encompassing area.

The proposed plan has been reviewed by our Regional Landscape Architects and our Area Engineer. We agree with the design concepts involved in the plan sheet submitted and based on these concepts we hereby approve the proposed project for construction with Federal-aid Interstate funds.

Since one of the factors involved in this type work involves a roadside noise factor it is suggested that consideration be given to "mounding" in some areas if practical. The current project involves excess material and we could accomplish some noise abatement study areas along with disposal of excess material. Reference is made to studies conducted by the Maryland State Roads Commission. This has been discussed with your Landscape Architect by our Area Engineer, Mr. Christianson.

Some of the objectives that can be accomplished by the Landscape people are often made difficult by Right of Way and Construction projects that have been confined to pure Highway construction and engineering principles. We urge that you involve your Landscape Architects in the early stages of survey and design of future projects in an effort to achieve the best possible environmental compatability between transportation facilities and affected surroundings. This project is an excellent example of the benefits that can be accomplished by such involvement. This route will reflect a giant step forward in environmental design.

RECEIVED
NOV 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Hall
pl study & discuss
11-10-69

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
F. B. KLABOE

I-205-7(15) Tualatin R.-Pacific Hwy. 1970
290 Sec., on E. Portland Freeway
#7509 (Roadside improvement)

5

RECEIVED
AUG 2 1972
FOR FILING
7509

Form FHWA-121 (12-67)
UNITED STAT GOVERNMENT
Memorandum

. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 31, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(19)290
Tualatin River - Pacific Highway Section
Request for Extension of Time

For the reasons given in Mr. Johnson's July 25 memorandum, I concur in the proposed extension of 103 days to complete the work without assessment of liquidated damages.

8-3-72
al

RECEIVED
AUG 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

APR 5 1972

FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 31, 1972

In reply refer to: 10-35-DA

7509

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(15)290
Labor Compliance Complaint
Landscaping, Inc.

cy - Keasey
Rulien
4-5-72

Mr. Johnson's March 15 letter and supplemental correspondence furnished by Mr. Pease adequately indicates the labor complaint has been resolved. The thoroughness and promptness of your action is appreciated.

4-5-72
REFERRED TO
J
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
APR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 31 1972
FOR FILING

7509

March 31, 1972

Insurance Co. of North America
[illegible] Sansome Street
San Francisco, California

Attention: Bond Department

Gentlemen:

On March 17, 1972, we wrote to you concerning release of final payment on Contract No. 7509 awarded to Landscaping, Inc., for roadside improvement on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties.

Final payment on this contract is $11,220.84 and the total contract amount is $77,801.79 including $2,631.66 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Landscaping, Inc.
6908-220th S. W.
Mountlake Terrace, Washington 98043

bc F. D. Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
L. W. Bulian

RECEIVED
[illegible]

FOR FILING

7509

March 17, 1972

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7509 Work Completed November 4, 1971

Project Tualatin River - Pacific Highway Section

Type of Work Readside Improvement

Highway East Portland Freeway Counties Clackamas and Washington

Contractor Landscaping, Inc.

Recommended acceptance date March 16, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 4 for your formal concurrence.

VG:alc

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
F. D. Morgan
W. J. Hart

RECEIVED
MAR 16 1972
FOR FILING

7509

March 15, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

496

Dear Sir:

Oregon I-205-7(15) and (16)
Labor Compliance Complaint
Landscaping, Inc.

Reference is made to your letter of February 8 concerning the above subject.

The contractor has now issued supplemental checks to all parties who were underpaid during the period questioned and has submitted certified payrolls to confirm these payments. It is believed that this action satisfactorily closes the matter.

The certified payrolls and pertinent correspondence is on file in the Construction Engineer's office should you desire to review them.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan
L. W. Rulien

EAP:fr ja

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1972

SUBJECT:

To: Mr. L. W. Rulien
Region Engineer
P.O. Box 02157
Portland, OR 97202

Herewith a copy of a letter received from the Federal Highway Administration regarding a complaint by Mr. Shelton E. Bearden, who alleges he was underpaid by Landscaping, Inc., contractors on the S.W. Linn-Tualatin River Contract 7508 and the Tualatin River -Pacific Highway Contract No. 7509.

A check of the certified contractors payrolls on file in this office reveals that no payrolls have been received covering the period of September 7, 1971 to October 19, 1971 when Mr. Bearden claims that the underpayment took place. It is noted, however, on the engineer's Weekly Reports that some weeding and cleanup work was underway during this period of time.

Will you please have an immediate investigation made of this complaint and advise this office of your findings and recommendations. Final payment on these two contracts is being withheld until such time that this matter is resolved.

F. D. Morgan
Construction Engineer

By Edwin a Pease

Edwin A. Pease
Construction Office Engineer

NOTED
A. E. JOHNSON

EAP:fr

Attach.

cc: A. E. Johnson
Federal Highway Administration

RECEIVED
FEB 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 8, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

for Halach

SUBJECT: Oregon I-205-7(15) & (16)
Labor Compliance Complaint
Landscaping, Inc.

A labor compliance complaint has been made to the FHWA Regional Office by Mr. Shelton E. Bearden. Mr. Bearden claims underpayment of wages and filed the following information:

Mr. Bearden was employed by Landscaping, Inc. while working on Highway 205 from the West Linn Interchange. During the period July 7, 1971, to July 23, 1971, Mr. Bearden said he received a wage of $5.72 an hour for his classification of laborer. From September 7, 1971, to October 19, 1971, Mr. Bearden worked on the project in the same classification yet was paid only $3.50 an hour. Mr. Bearden stated that many other employees of the contractor were paid rates less than required by the contract wage determination during this same period and that he has retained his payroll check stubs to substantiate his claim of underpayment. Mr. Bearden's home address is 1863 Juniper Street, Sweet Home, Oregon.

Please investigate this complaint and submit a report.

2-11-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Routing
Kessey
Bond
Walker
Johnsen
RECEIVED
FEB 15 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
[illegible] 1972

FOR FILING

I-205-7(15) 90
7509

February 28, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

496

Dear Sir:

Re: Oregon I-205-7(15) and (16)
Labor Compliance Complaint
Landscaping, Inc.

Reference is made to your letter of February 8 regarding the above subject.

The Resident Engineer for these projects has contacted the contractor by telephone and advised him of the complaint and the action necessary to correct any discrepancies. This call was also confirmed by letter. The contractor has been advised that he must submit certified payrolls for the period covered in the complaint and shall submit photostatic copies of all checks issued to correct any underpayments made.

We will keep you informed of any further developments in this case.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan

EAP:fr ja

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1972

SUBJECT: Interim Report
Assignment No. 496 AEJ

To: Mr. A. E. Johnson
Asst. State Highway Engineer
BUILDING

This is an interim report of action taken regarding a labor compliance complaint filed by Shelton E. Bearden against Landscaping, Inc., contractor for landscaping on two contracts on I-205 between the Pacific Highway and West Linn.

Resident Engineer Rohrbough has contacted the contractor by telephone and followed with a letter advising him of the complaint and explaining the necessary action to satisfactorily bring this matter to a close. Certified payrolls and photostatic copies of checks written to cover any shortage in payment have been requested. Further reports will be made as soon as information is available.

A rough draft of an interim report to the FHWA is attached, should you desire to send it.

F. D. Morgan
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Labor Compliance Officer

EAP:fr

Attachment

RECEIVED
FEB 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1972
FOR FILING

7509

#6

February 25, 1972

Landscaping, Inc.
6902-220th S. W.
Mountlake Terrace, Washington 98043

Gentlemen:

The State Highway Commission on February 22, 1972, considered your second request for a 60 day extension of time on Contract No. 7509 for roadside improvement on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

bc F. D. Morgan
V. E. Skoog
L. W. Walien
D. D. Rohrbough
Federal Highway Administration

C

RECEIVED
FEB 23 1972

FOR FILING

I-205-7(15)290
7509

February 22, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

493

Dear Sir:

Re: Tualatin River-Pacific Highway Section
Oregon Project I-205-7(15)290

We note from your report of a final inspection made on January 13 the comment that minor weeding was needed on one area of the project at the I-5--I-205 Interchange.

This minor corrective work was promptly performed by the contractor and I am pleased to find that the project has been formally accepted by you as of January 17, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
~~Tom Edwards~~
F. B. Klaboe
F. D. Morgan

JAB:fw ja

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1972

SUBJECT: Tualatin River-Pacific Highway Section
East Portland Freeway
Roadside Improvement

To: John A. Bond
Construction Administration Engineer
Construction Section
212 State Highway Building

At the time of inspection the contractor was weeding in the I-5, I-205 Interchange. He was to complete the weeding of this area before leaving the project. All cleanup work was completed at noon on February 4, 1972.

Roy Olson.

Roy E. Olson
Landscape Engineer

vmt

STATE COPY

OSHD (Johnson)
Region
Wash DC

Area Engr Bryant

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 9	COUNTY Clackamas & Washington	DIVISION Oregon
DATE OF INSPECTION 1-13-72	INSPECTION MADE BY P. K. O'Neil, Asst Area Engr		PROJECT NO. I-205-7(15)290
IN COMPANY WITH *See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 126 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

* A. Harwood, Regional Const. Engr, OSHD
R. Olson, Landscape Engr, OSHD
D. Rohrbough, Res Engr, OSHD
R. Rivett, Hwy Engr, FHWA

Const 2-8-72 (by Mr. Johnson)
2-4-72
REFERRED
al
BY DEPU

TUALATIN RIVER-PACIFIC HIGHWAY SECTION
EAST PORTLAND FREEWAY
Landscaping

The contractor completed his original planting and all construction items on November 4, 1971. The plantings completed prior to June 30, 1971 have gone through their establishment period and replacement plantings were made. The original plantings that were put in this fall will have their establishment period deleted by price agreement.

The planting beds were found to be relatively weed free with the exception of one area in the I-5, I-205 interchange. The plantings appeared healthy and acceptance is recommended when the minor weeding is completed.

The contract time was exceeded by 45 days. The contractor requested a time extension and was granted a 10 calendar workday extension based on Extra Work Order No. 2.

The materials reports were reviewed as the project progressed and were found in substantial conformance to the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

2/9/72
Copies to
Julien
Roy Olson
Rohrbough
Gaffney
Hathaway

COPY SENT
JAN 1 1972
REGIONAL OFFICE

Routing
Kersey
Bond
Walker
Johnson
RECEIVED
FEB 9 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

RECEIVED
FEB 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-335
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
FEB 16 1972
FOR FILING

I-205-7(15)290
7509

February 15, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 6
February 22 Meeting

Landscaping, Inc., contractor on the Tualatin River-Pacific Highway landscaping project on the East Portland Freeway in Clackamas and Washington Counties, Contract No. 7509, has made a second request for a 60-day extension. This includes 10 days which have already been granted by your action on September 7, 1971.

This new request merely reiterates the original one, which was based on wet weather and an Extra Work Order added to the contract. The project was completed November 4, 1971 with 35½ days liquidated damages assessed at $75 per day for $2,662.50 after allowing the 10-day extension granted and a summer stop work order.

The rainfall pattern was not so unusual as to justify extension. The Extra Work Order added to the contract covered reshaping eroded areas on slopes. It amounted to only a little over two percent of the contract amount and there were no significant overruns in the regular contract work. The extra work was done concurrently with regular contract work and we believe the 10 days already granted fairly recognized any delaying effect.

I recommend that the request be denied. This is a Federal-aid Interstate project, but denial does not require the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the February 22 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc Floyd Query (enc.)
George M. Baldwin
F. B. Klaboe (enc.)
A. E. Johnson "
F. D. Morgan
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
L. W. Rulien

JAB:fw ja

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1972

SUBJECT: Tualatin River-Pacific Highway
(Landscaping) Section
Contract No. 7509
Second Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Landscaping, Inc., has made a second request for time extension on this project again requesting a total of 60 days extension. This includes 10 days which has already been granted by Commission action of September 7, 1971. This new request merely reiterates the original one which was based on wet weather and an Extra Work Order added to the contract. This same contractor had an adjacent project which ran concurrently with this one (Contract 7508, South West Linn-Tualatin River).

Rainfall data was reviewed in connection with the time extension request on the adjacent project and a copy is attached as this same data would be pertinent to the subject project. The rainfall pattern was not so unusual as to justify extension.

The subject project covered planting only with a contract amount of $78,640 and a specified completion date of May 31, 1971. After a stop work order through the summer, the project was actually completed November 4, 1971 with 35-1/2 days liquidated damages assessed at $75 per day or $2,662.50.

On the first request, we asked for FHWA concurrence in a 15-day extension because of Extra Work Order No. 2 which was for reshaping eroded areas on slopes. The FHWA concurred in only a 10-day extension; $1,730 was spent on this Extra Work Order and this would seem to be a relatively small amount of money to justify as much as 10 days. It is a little over 2 percent of the contract amount and there were no significant overruns in the regular contract work.

The Resident Engineer has prepared a detailed chart of the job progress which shows the days on which the force account work was performed. (This is with the time request currently being considered on Contract 7508 as both projects are shown on the same chart.) The extra work was done intermittently on 14 different days during which time was counted. It was apparently concentrated in the week ending May 15 and involved a dozer and operator and a laborer at times, but steady progress was made concurrently on the regular contract items.

It is my conclusion that the 10 days already granted was very liberal and that no additional time is justified because of the Extra Work Order. I recommend that the request be denied. A rough draft letter to the Highway Commission is attached.

Please note the usual form requesting extension was not submitted in this case, but since the project is completed, I believe the letter is adequate for the matter to be considered.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

Landscaping, Inc.

6902 220th S.W.
Mountlake Terrace, Wn. 98043
206-774-4138

December 23, 1971

D. D. Rohrbough, Resident Engineer
Oregon State Highway Department
P. O. Box 384
Clackamas, Oregon 97015

Re: Contract Nos. 7509
East Portland Freeway - Roadside Improvements

Dear Mr. Rohrbough:

On May 4, 1971, we filed a request for extension of time on the subject contract pursuant to Section 108.09 of the Standard Specifications. While the pay estimates subsequently reflected an adjustment of contract time for force account work beyond the scope of the contracts, which we have performed, the progress estimates do not reflect any adjustment pursuant to our earlier request. Further, the progress estimates indicate an assessment of liquidated damages. We strongly object to the State's failure to adjust the contract time, and to the assessment of liquidated damages.

You are surely aware that weather conditions during the winter and spring of 1971 were unanticipatedly severe in the area where the work was performed. Climatological data indicates that rainfall for the first half of the year, at Oregon City, was approxiamtely 30% higher than mean, and that significant precipatation (more than 0.1 inch) fell on 50% more days than could have been anticipated from previous experience.

The contract time is unusually brief, with completion dates of May 31, 1971. The above unusual weather conditions made it impossible for us to do our site preparation work until well into the spring, and virtually impossible to complete the contracts timely. Further, we were required to do force account preparatory work (repair errosion damage) during a time when we had anticipated being able to accomplish

RE ARE ARE
DEC 28 1971
BRE ABRE OE
Due Date ____________

CONTRACT # 7509

planting, and at a time when conditions were optimal for planting.

The abnormally severe weather, in addition to our force account work, have abviously delayed completion of the project. Each of these factors arose from circumstances beyond our control. Accordingly we are entitled, and again request, an extension of sixty days in the contract time for the contract, during which time liquidated damages should not be assessed.

Enclosed with this letter is an office memo to Bill Klimak, which will help to show the weather conditions and other factors which affected our ability to procede with the work.

We have made every effort to accomplish the contract work in the shortest possible time, consistent with good horticultural practice. We hope that our condor at this stage will facilitate a prompt discussion and resolution of this matter.

Sincerely,
Landscaping Inc.

Dave Lewis
Oregon Area Manager

cc: Kobin & Meyer
Ed Hunnicutt

RE ARE ARE
DEC 28 1971
BRE ABRE OE
Due Date ....

I-205-7(15)290
7509

C

FORM S-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Tualatin River - Pacific Highway

WEEK ENDING: January 1, 1972

SECTION PREFIX: 634-1049

HIGHWAY: East Portland Freeway

COUNTY: Clackamas & Washington

NAME OF JOB: Tualatin River - Pacific Highway

KIND OF WORK: Readside Improvement

CONTRACTOR: Landscaping, Inc.

CONTRACT NUMBER: 7509

FEDERAL AID PROJECT NUMBER: I-205-7(15)290

DATE OF CONTRACT: December 10, 1970

DATE WORK STARTED: January 21, 1971

ESTIMATED COMPLETION DATE: November 4, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 10, 1971

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 90,157.30

EXCLUSIVE OF ENGINEERING: $ 82,283.30

ENGINEERING AUTHORIZATION: $ 7,874.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 77,429.42

ENGINEERING COST TO DATE: $ 8,430.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95%

ESTIMATED PERCENT: OVERRUN UNDERRUN 6 %

PERCENT OF AUTHORIZATION: 107 %

DATE PROJECT WAS COMPLETED: November 1, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			Topsoil XXXXX	Trees XXXXXX.	Shrubs XXXXXX	Vines XXXXXXXXXX MACADAM	Compost/ Mulch XXXX
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			650	280	9,310	86,000	1,300
TOTAL QUANTITIES CORRECTED TO DATE			643	276	9,527	79,778	1,345
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			643	276	9,527	79,778	1,345
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Overcast			
MONDAY 27	~~XXXXXXX~~ Overcast			
TUESDAY 28	Overcast - Snow			
WEDNESDAY 29	Overcast			
THURSDAY 30	Showers			
FRIDAY 31	Rain			
SATURDAY 25	Overcast			

RECEIVED
3 197
CONSTRUCTION DIVISION

Routing
Johnson
Stein

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No activity all week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL REPORT Semi-final submitted 12/27/71.

Original to Construction
cc:Construction (2)
Region
Files
Landscape Dept.

SIGNED
LOCATION Clackamas

PRIME RESIDENT SUBMIT 3 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JAN 19 19
FOR FIL

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-205-7(15)290
7509

December 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

FAP No. I-205-7(15)290

Dear Sir:

All work under Contract No. 7509, Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties, was completed on November 4, 1971.

Price Agreement No. 4 for deletion of the establishment period has been tentatively approved by your office, December 22, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

RECEIVED
JAN 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer

NOTED
F. B. KLABOE

By ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Program and Planning Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date 1-17-72

Conditions noted on above date:

Contractor has to complete weeding of planting bed in I-5, I-205 Interchange

R. E. Simpson
Division Engineer

1-18-72
REFERRED TO
Young
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

PEO:bk

cc: R. L. Porter
F. D. Morgan

RECEIVED
OCT 11 1971
FOR FILING

4-M

I-205-7(15)290
7509

#1

September 10, 1971

Landscaping, Inc.
6902-220th S. W.
Mountlake Terrace, Washington 98043

Gentlemen:

The State Highway Commission at its meeting on September 8, 1971, considered your request for a 60-day extension on Contract No. 7509 for roadside improvement on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an extension of 10 calendar workdays without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc F. D. Morgan
V. E. Strong
L. W. Rulien
D. Rohrbaugh
Federal Highway Administration

RECEIVED
AUG 4 - 1971
FOR FILING

I-205-7(15)270

7509

August 3, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 1
September 7, 1971 meeting

Gentlemen:

Landscaping, Inc., contractor on the Tualatin River-Pacific Highway landscaping project on the East Portland Freeway in Washington and Clackamas Counties, Contract No. 7509, has requested a 60-day extension of the contract time because of an added force account order for repairing winter soil erosion. This project was contracted in December 1970, with a specified completion date of May 31, 1971. At this time, the project is 90 percent complete and has been placed under a stop work order prohibiting further planting until the fall season.

The only significant change order on this project is Extra Work Order No. 2 for reshaping eroded cut slopes. This work was authorized in late April, only about a month before the specified completion date and has had a delaying effect on the contractor's progress. Work on the order has been performed intermittently between May 4 and July 2, a total of 10 actual workdays.

I recommend an extension of 10 calendar workdays because of the added force account work. Liquidated damages accrue at the rate of $75 per day. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

JAB:fw kw

cc Floyd Query
Tom Edwards
A. E. Johnson
Victor Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
L. W. Rulien

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7509 Contractor Landscaping, Inc.

Highway East Portland Freeway

Section Tualatin River-Pacific Highway

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 15 calendar workday extension because of added Extra Work Order No. 2 cut slope work.

Recommended for Approval:

Allan C Howard
Division Engineer

for
Construction Engineer or Bridge Engineer

Johnson
State Highway Engineer

Contract No. 7509
Project designation I-205-7(15)290 State-Federal
Date awarded 12/10/70
Work started 1/21/71
Per cent completed 60 or 6/1/71 Date
No. of Workdays Allowed
No. of Workdays Used Specified Completion Date 5/31/71
No. of Added Workdays Requested 30

H-380 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 4, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from May 30 days to July 30 days, within which to complete our Contract No. 7509, without the assessment of liquidated damages. The said contract is described as follows: Roadside Improvements (landscaping) E. Portland Freeway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached letter

Respectfully submitted,

Landscaping, Inc.
Contractor

By J H Conrad

CONSENT OF SURETY

Date May 5, 1971

We, INSURANCE COMPANY OF NORTH AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert M. Carlton
Robert M. Carlton Attorney-in-fact
[illegible] & CO., Inc.
BY: Robert M. Carlton
Resident Agent
Seattle, Washington

(SEAL)

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1971

RECEIVED
JUL 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Request for Time Extension
Tualatin River-Pacific Highway
(Landscaping) Section
Contract No. 7509

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Landscaping, Inc. requests a 60-day extension of the contract time because of an added force account order for repairing winter soil erosion. This project was contracted in December, 1970 with a specified completion date of May 31, 1971. As of last week, the project was 90 percent complete and has just been placed under a stop work order prohibiting further planting until the fall season. Most of the trees and shrubs are in, but about half of the vine planting is not done.

The only significant change order on this project is Extra Work Order No. 2 for reshaping eroded cut slopes. This work was authorized in late April only about one month before the specified completion date and it has had a delaying effect on the contractor's progress. Work on the order has been performed intermittently between May 4 and July 2 on a total of 10 actual work-days.

This same contractor has an adjacent landscaping contract on which a 30-day extension because of added work (topsoiling) has recently been recommended to the Highway Commission. On that request, we did not accept the validity of wet spring weather as a reason for extension.

We think the same applies to the subject project, but do recommend a 15 calendar workday extension because of the added force account work. Liquidated damages would accrue at the rate of $75 per day. Rough draft letters to the Federal Highway Administration and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

Landscaping, Inc.

6902 220th S.W.
Mountlake Terrace, Wn. 98043
206-774-4138

May 4, 1971

Oregon State Highway Department
P.O. Box 384
Clackamas, Oregon 97105

Attn: D.D. Rohrobough

Re: Request for Time Extension
Contract # 7509
East Portland Freeway

Gentlemen:

We are enclosing a request for extension of time on the above mentioned project. On this project due to a wet winter there has been considerable soil erosion. We are going to have to complete this work under a force account before we can due some of our site preparation work. Therefore we are asking your consideration of granting a 60 day time extension. We are working as diligently as we can to complete this project.

Very truly yours,

Joe H Conrad

Joe H. Conrad
Landscaping, Inc.

JHC/jk

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FOR FILING

I-205-7(15)290
7509

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 21, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson
cy to Morgan
7-27-71

SUBJECT: Oregon Project I-205-7(15)290
Tualatin River - Pacific Highway
Request for Time Extension

Mr. Johnson's July 15 letter requesting a 15-calendar workday time extension has been reviewed. Based on the information submitted, a time extension of 10 calendar workdays appears justified.

A 10-calendar workday extension based on Extra Work Order No. 2 is therefore approved.

RECEIVED
JUL 2
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. F. JOHNSON

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

July 15, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Request for Time Extension
Tualatin River-Pacific Highway
(Landscaping) Section
Oregon Project I-205-7(15)290

The contractor on the subject project has requested a 60-day extension of the contract time because of an added force account order for repairing winter soil erosion. This project was contracted in December 1970, with a specified completion date of May 31, 1971. As of last week, the project was 90 percent complete and has just been placed under a stop work order prohibiting further planting until the fall season. Most of the trees and shrubs are in, but about half of the vine planting is not done.

The only significant change order on this project is Extra Work Order No. 2 for reshaping eroded cut slopes. This work was authorized in late April, only about one month before the specified completion date, and it has had a delaying effect on the contractor's progress. Work on the order has been performed intermittently between May 4 and July 2 on a total of ten actual workdays.

We recommend a 15-calendar-workday extension because of the added force account work. May we have your concurrence in this extension.

Very truly yours,

NOTED
A. E. JOHNSON

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. D. Morgan

JAB:fw me

I-205-7(15)290

Form E-200—6M

RECEIVED
MAY 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7509

STATE CO G-1R

OREGON STATE HIGHWAY DEPARTME

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 4-29-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 5-5-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name	Tualatin River - Pacific Highway	Date	April 20 19 71
Highway	East Portland Freeway	Contract No.	7509
County	Clackamas & Washington	Prefix	634-1049
Contractor	Landscaping, Inc.	F. A. Project No.	I-205-7(15)290
Address	6902-220th S.W. Mountlake Terrace, Wash. 98043	Order No.	2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reshape cut slopes that have eroded during winter rains.

Location by station numbers:

1019+65 to 1282+00

Estimate of quantities and cost:

Labor -	$1,000.00
Equipment -	750.00
Materials -	250.00
	$2,000.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Grading work was done on a previous contract (#7151) and winter rains caused erosion of the cut slopes. This work was not anticipated prior to awarding this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$90,157.30
Present estimate of project cost, including $ 2,000.00 for work under this order	$90,157.30
Expected under-run over-run amount	$ 0
Expected under-run over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Deputy State Highway Engineer

5-10-71

RECEIVED
MAR 18 1971

FOR FILING

I-205-7(15)290
7509

SP*92503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1971

SUBJECT: Tualatin River-Pacific Highway
Landscape Project
East Portland Freeway
Contract No. 7509

To:

Mr. L. W. Rulien
Region Engineer
State Highway Division
P. O. Box 02157
Portland, Oregon 97202

NOTED
A. E. JOHNSON

The matter of additional planting as recommended in your February 24 letter has been discussed in considerable detail with the FHWA Area Engineer. We also have the photographs with the overlay sketches prepared by Roy Olson, illustrating the possible planting treatment at five locations. These were also shown to Pat O'Neil of FHWA and he has since looked at the area more closely on the ground.

The net result of all this has been a negative response from FHWA. They contend that the proposed plantings would not adequately hide the reversing alignment. Actually, we find the overlay sketches a bit misleading also. They show plantings encroaching well onto the shoulder areas where they obviously could not be placed.

I am sending a copy of this letter to Mr. Johnson so that the Front Office will also be kept up to date as they may have a special interest in this matter. As it stands now, we need a better case to convince FHWA that this should be a participating item of work even on just the two areas (1 and 4) which you recommended.

F. D. Morgan
Construction Engineer

By

John A. Bond
Construction Administration Engineer

RECEIVED
MAR 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw

cc A. E. Johnson - This is in the vicinity of the Prosperity Park Road structure where the reversing curve can be seen ahead.

RECEIVED
DEC 31 1970
R FILING

I-205-7(15)290
7509

December 31, 1970

Landscaping, Inc.
6902 - 220th S. W.
Mountlake Terrace, Washington 98043

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7509 for roadside improvement on Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc Ins. Co. of North America
222 Sansome Street
San Francisco, California 94104

Frank Morgan
Ivan Merchant
L. W. Rulien
Roy Olsen
D. D. Rohrbough

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 12-60	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	ATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-17-70	COUNTY Clackamas & Washington PROJECT NO. I-205-7(15)290

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Tualatin River-Pacific Highway Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-10-70	0.00
OTHER *(Specify)*		

FUNDS 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 86,614.00	FEDERAL FUNDS $79,910.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer DEC 17 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. ——— Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. I-205-7(15)290

TUALATIN RIVER-PACIFIC HIGHWAY SECTION

E. PORTLAND FREEWAY HIGHWAY

CLACKAMAS AND WASHINGTON COUNTIES

Salem, Oregon, December 15, 1970

Project agreement estimate.

Type Code Y003
Roadside Improvement (Sta. "Ls" 1019+65 to Sta. "Ls" 1202+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Furnishing and Placing Topsoil	650 cu.yd.	3.50	2,275.00
Furnishing and Planting Trees	280 only	14.00	3,920.00
Furnishing and Planting Shrubs	9,310 only	4.50	41,895.00
Furnishing and Planting Vines	86,000 only	0.25	21,500.00
Bark Mulch	700 unit	5.50	3,850.00
Mushroom Compost	600 cu.yd.	7.00	4,200.00
			$ 78,640.00
Flagging (60% of Contractor's Cost)	All Required		100.00
	Subtotal		$ 78,740.00
	10% Engr. & Cont.		7,874.00
	Total		$ 86,614.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$ 79,910.00
State Funds -	6,704.00
Total	$ 86,614.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7509

Prefix 634-1049

Clackamas Co. 54%

Washington Co. 46%

RECEIVED
DEC 16 1970

I-205-7(15)290
7509

December 15, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of December 7, 1970, is requested in the award of contract for the Tualatin River-Pacific Highway Section, Project No. I-205-7(15)290.

The contractor receiving the award is Landscaping, Inc., in the amount of $73,640.00, with Contract No. 7509 assigned. This bid was received on December 3, 1970, and awarded December 10, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By RNC

for L. E. Young
Program and Planning Engineer

DAR:ia

FHWA Endorsement

Date_______________________

I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
DEC 14 1970

I-205-7(15) 290
7519

December 11, 1970

Landscaping, Inc.
6902-220th S. W.
Mountlake Terrace, Washington 98043

Gentlemen:

Enclosed are three copies of Contract No. 7519 for $78,642 awarded to you by the State Highway Commission on December 10, 1970, for roadside improvement on the Tualatin River-Pacific Highway Section of the East Portland Freeway in Clackamas and Washington Counties.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

al
Enclosures

bc F. D. Morgan
I. D. Merchant
D. D. Rohrbough
Roy Olson
L. M. Nelson
William Geibel (SAIF)

11-19-70

FORM PR-1240
(REV. 3-63)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

RECEIVED
NOV 24 1970

FEDERAL AID PROJECT NO.: I-205-7(15)290

STATE PROJECT NO.: TUALATIN RIVER - PACIFIC HIGHWAY SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: CLACKAMAS & WASHINGTON

ITEM NO.: I-604

PROGRAM STAGE (Check): ☐ 1 ☒ 2

TO: 7509

11-19-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

11-24-70
Young

DATE PS&E APPROVED: NOVEMBER 10, 1970

DATE AUTHORIZATION EFFECTIVE: NOVEMBER 10, 1970

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 205

STATE ROUTE NUMBER: STATE ROUTE 64

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* CONTRACTOR'S FLAGGING $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 9, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
NOV 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

DATE: 11-19-70

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBERS 5-25 THRU 5-30

Klaboe

ORM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-12-70

BY (Signature): MR. YOUNG'S APRIL 22, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

TAGE 1* TEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 604 THRU 609

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
04	I-205-7(15)290	0.0	145,000	133,600	TUALATIN RIVER–PACIFIC HIGHWAY	LANDSCAPING
05	I-205-7(16)294	0.0	267,000	246,100	SOUTH WEST LINN INTERCHANGE – TUALATIN RIVER SECTION	LANDSCAPING
06	I-205-7(17)297	0.0	84,000	77,400	WILLAMETTE FALLS REST AREA AND VIEW POINT	LANDSCAPING
07	I-205-7(18)298	0.0	72,000	66,300	WEST LINN INTERCHANGE	LANDSCAPING
08	I-80N-5(36)206	0.0	280,000	258,000	WEST & SOUTH PENDLETON INTERCHANGES	LANDSCAPING
09	I-80N-5(37)208	0.0	160,000	147,000	EMIGRANT AVENUE INTERCHANGE (PENDLETON)	LANDSCAPING

5-15-70

MARKS (Division)

RECEIVED
MAY 15 1970

I 205-7(15) 290
7509

Young 5-15-70

NOTED
F. B. KLABOE

RECEIVED
MAY 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
ATE	SIGNATURE AND TITLE	DATE 5-12-70	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

RECEIVED
APR 24 1970

FOR FILING

I-205-7(15)-370
7509

April 22, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for six Interstate Projects, Item Nos. 604 thru 609, which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intentions to receive bids for these projects on June 4, 1970.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

RMC:bb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R. O.

FORM PR-1
(REV. 4-61)

4-22-70

FEDERAL-AID P
(PPM

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEA
2	1 (19) (20)	I-205 Tualatin River W. to Jct. I-5 21 65	**ADT**	6,900	16,800 (66) (70)	9 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	ENERG. YR.	PL. AUT
3	Landscaping 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

CARD 4			
4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Clacka	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. I	FEDERAL-AI I-205

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-205 Tualatin R. West 3.5 Mi. to Jct. I-5. (Tualatin River-Pacific Hwy. Section)			
5					**ROW**					
5					**CONST** (CODE)			0.0	145,000	133,600

CARD	CODE					
1	1	PREPARED BY	PROJECT TOTALS	0.0	145,000	133,600
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT 6,900	FUTURE 16,800	YEAR 90	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 604

SUPV AGCY	DA CLASSIF. –	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S) I-	NUMBER 205-7(15)	SEQ. NO.	I. Projects Only POST MI. 290	DESIG.

COUNTY NAME Clackamas and Washington CODE 005

ROUTE NO. I FEDERAL-AID I-205 STATE U.S. I-205

PROGRAM STAGE ☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Landscaping consisting of furnishing topsoil, planting trees, shrubs and vines.
0.0	145,000	133,600	11,400		ROW-200' Min.; Access Control-Full; Park. Restrictions-Complete.
0.0	145,000	133,600	11,400		

REMARKS

Additional Data: Items 517, 538 and 539; Projects I-205-7(10)298, I-205-7(11)294 and I-205-7(12)290.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

REMARKS - Continued

For 37-B: On R/W-1, R/W-F, Sanitary Facilities-N.

Public hearing not required under paragraph 6c of PPM 20-8.

This project is considered as stage construction of this portion of I-205 and location/design approval was considered to have been given under Project I-205-7(12)290 and same agreed to by BPR letter of February 9, 1970 subject: "West Linn-Pacific Hwy. Section".

Clearinghouse review is not required under the provisions of paragraph 2b of IM 50-1-70 as all right of way was acquired prior to September 30, 1969. BPR concurred in this concept by their letter of February 19, 1970.

7510 Brookings-Winchuck River Sec. of 1972
the Oregon Coast Hwy. at Brookings
DEDICATION

September 26, 1972

Mr. George Baldwin, Administrator
State Highway Commission
138 State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin;

I want to thank you for your kind consideration in dedicating the new bridge in my honor. this has been the high-light of my public career.

It has been an honor and a privilege to have worked for and with such a great man as you, and the other dedicated people working for the public good and welfare. Thank you again from the bottom of my heart for my family and I.

Sincerely,

B.A. "Dot" Martin
B. A. (Dot) Martin

RECEIVED
SEP 27 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

DEDICATION CEREMONIES

B. A. MARTIN BRIDGE

Brookings-Winchuck River Section

OREGON COAST HIGHWAY (US101)

Curry County

Ceremonies at north end of bridge over Chetco River

11 A.M., Thursday, September 21, 1972

BROOKINGS–WINCHUCK RIVER SECTION

Oregon Coast Highway (US101), Curry County

For years the Oregon State Highway Commission has been engaged in a program to modernize the Oregon Coast Highway (US101) from the California border to the Washington line. This has been a long process, primarily for two reasons – the money involved, which is in the hundreds of millions of dollars, and the engineering problems unique to a coastal area.

In its early days, the Coast Highway was used basically for local traffic but in recent years it has become a major arterial. With the increased use of the automobile as a pleasure vehicle, tourists are using the highway to view the unsurpassed beauty of the Oregon coastline. The intent is not to make this highway a super-multilaned freeway, but a scenic highway that will serve adequately the needs of the area through which it passes.

Almost $118 million has been expended on US101 since 1951. The various projects have included the Winchuck River to California Line Section, completed on November 5, 1951; the Astoria Bridge, which was formally dedicated on August 27, 1966; the updating of the sections between Brookings and Port Orford, at various times; and other intermittent projects. Availability of funds will determine future construction projects.

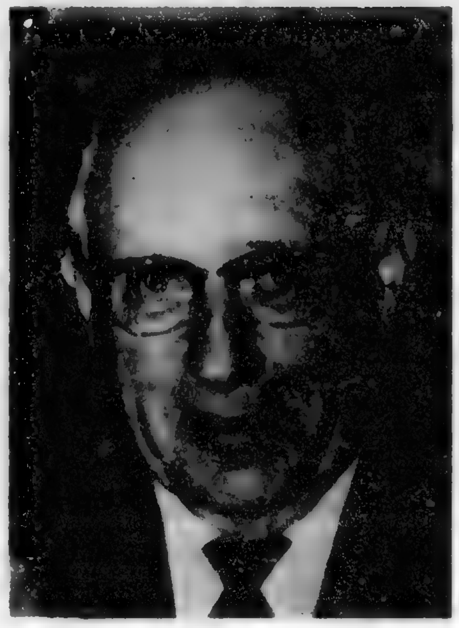
Use of bond funds expedited construction of this section of the highway. This new, modern structure over the Chetco River replaces a narrow, outdated bridge that was opened to traffic on March 1, 1926.

Work on this Brookings-Winchuck River Section of the Coast Highway was started on January 4, 1971. It is 4.5 miles in length and is expected to cost $6.5 million.

The Brookings Safety Rest Area and State Information Center, which is also observing its formal opening today, is located in a beautiful and relaxing setting. It will be manned during the tourist season and will furnish up-to-date information on local and state tourist attractions to the motoring public. Construction was started on August 9, 1971, with the total cost expected to be $400,000.

Both the new section of highway, with the bridge, and the information center should prove valuable economic assets to the southern Oregon coastal area. They should also enhance the natural beauty of the Brookings-Harbor area.

Benjamin A. "Dot" Martin



Benjamin A. Martin, or "Dot" as he is perhaps better known to most, is a man who has devoted practically all of his life to the furtherance of his community. He was born in Harbor on July 20, 1899 and after completing 2½ years of high school, left school to earn a living. He started working for the California and Oregon Lumber Company of Brookings in their engineering section in 1916 and stayed with it until it ceased operations in 1925. The last four years of his service with the company was as a transitman on railroad location in very rough terrain.

On July 23, 1925, he began an association with the State Highway Division that endured, with only minor breaks, until his retirement on April 30, 1960, due to illness. He started as a chainman and rose to be chief locating engineer. As chief locating engineer, beginning in the 1930's he devoted a great deal of effort to laying out the state's basic highway system, including the location of the Oregon Coast Highway, US101 in the southwestern part of the state.

For a brief period of time, 1950-51, he served in the Salem headquarters of the Division, but in mid-1951, he returned to the Coast where he remained until illness forced his temporary retirement in 1956. During this period, he spent much time making an office projected location of the Coast Highway from Gold Beach to Brookings, using aerial photographs available at the time.

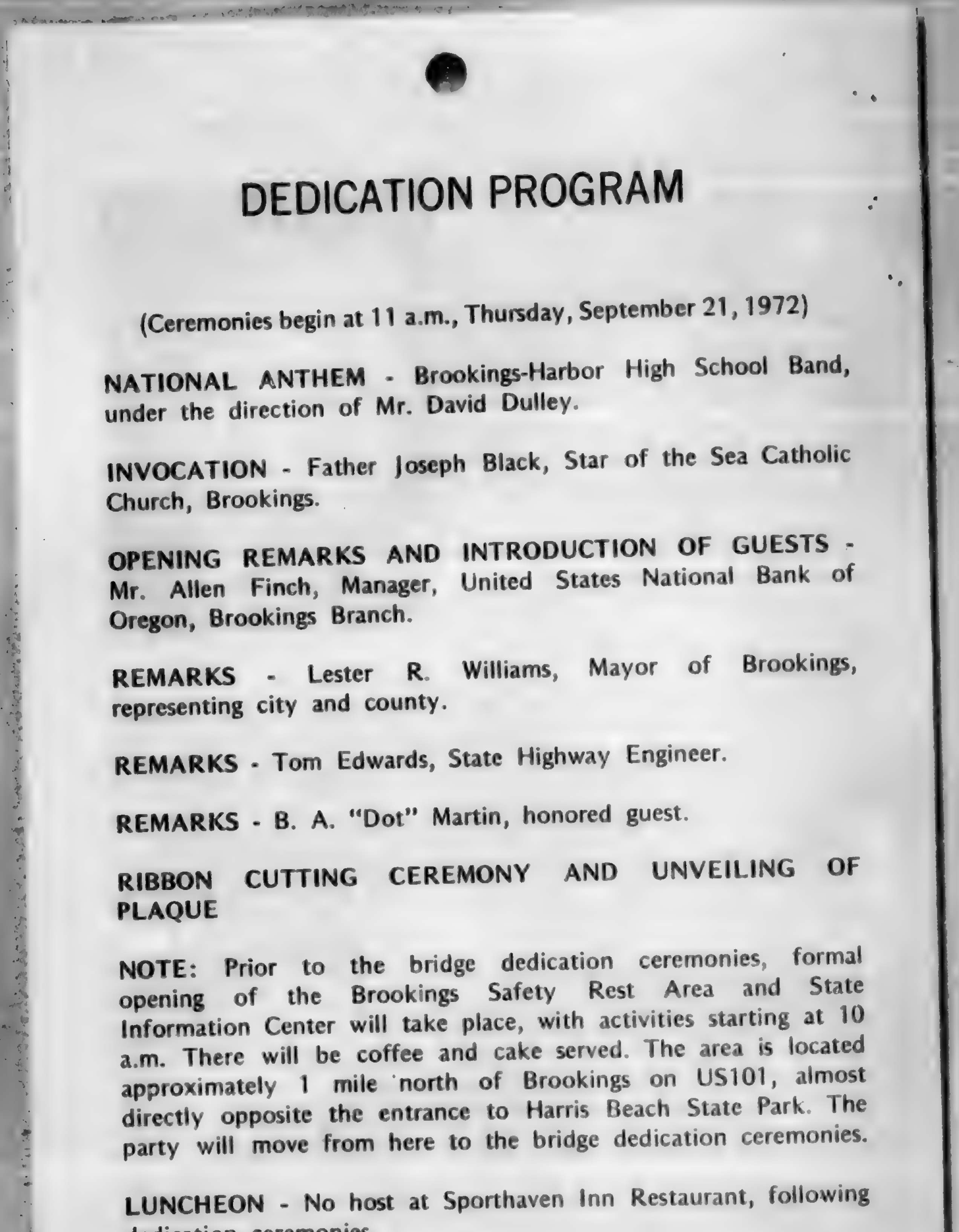
In September, 1958, "Dot" came out of retirement and assumed charge of the field location of the Hunter Creek (Gold Beach) to Pistol River Section of the Coast Highway. In March, 1959, he was assigned as "overall coordinator for all location crews involved between Gold Beach and the California Line." He remained in this position until his retirement on April 30, 1960.

After leaving the Highway Division, "Dot" did not remain retired for long. He became active in engineering and development matters in the Brookings-Harbor area and was one of the leading participants in developing the Port of Brookings, serving both as engineer and manager. For a period, he was also city engineer for Brookings.

Because of his dedicated community activities, "Dot" was named Brookings' "Citizen of the Year" for 1971.

He is a Registered Professional Engineer.

"Dot" and his wife of many years, Nettie, still live in the community to which he has devoted so much of his time, Brookings.



DEDICATION PROGRAM

(Ceremonies begin at 11 a.m., Thursday, September 21, 1972)

NATIONAL ANTHEM - Brookings-Harbor High School Band, under the direction of Mr. David Dulley.

INVOCATION - Father Joseph Black, Star of the Sea Catholic Church, Brookings.

OPENING REMARKS AND INTRODUCTION OF GUESTS - Mr. Allen Finch, Manager, United States National Bank of Oregon, Brookings Branch.

REMARKS - Lester R. Williams, Mayor of Brookings, representing city and county.

REMARKS - Tom Edwards, State Highway Engineer.

REMARKS - B. A. "Dot" Martin, honored guest.

RIBBON CUTTING CEREMONY AND UNVEILING OF PLAQUE

NOTE: Prior to the bridge dedication ceremonies, formal opening of the Brookings Safety Rest Area and State Information Center will take place, with activities starting at 10 a.m. There will be coffee and cake served. The area is located approximately 1 mile north of Brookings on US101, almost directly opposite the entrance to Harris Beach State Park. The party will move from here to the bridge dedication ceremonies.

LUNCHEON - No host at Sporthaven Inn Restaurant, following dedication ceremonies.

5

RECEIVED
SEP 21 1972
FOR FILING

7510
Dedication

DEDICATION

B. A. "DOT" MARTIN BRIDGE

CHETCO RIVER, OREGON COAST HIGHWAY

September 21, 1972

Tom Edwards
State Highway Engineer

I AM DEEPLY APPRECIATIVE AND HIGHLY PLEASED TO HAVE THE PRIVILEGE OF DEDICATING THIS STRUCTURE AS THE B. A. MARTIN BRIDGE. THE STRUCTURE IS WORTHY OF THE MAN, AS IS THE MAN WORTHY OF THE STRUCTURE.

AESTHETICS IS DEFINED AS THE SCIENCE OF THE BEAUTIFUL, IN TASTE AND IN ART. ITS APPLICATION TO STRUCTURES IS NOT NEW. IN THE FIRST CENTURY B.C., THE ROMAN ENGINEER AND AUTHOR VITRUVIUS WROTE THE FOLLOWING:

> ''...THERE ARE THREE CLASSES OF PUBLIC BUILDING. THE FIRST FOR DEFENSIVE, THE SECOND FOR RELIGIOUS, AND THE THIRD FOR UTILITARIAN PURPOSES. ALL THESE MUST BE BUILT WITH DUE REFERENCE TO DURABILITY, CONVENIENCE AND BEAUTY. DURABILITY WILL BE ACHIEVED WHEN FOUNDATIONS ARE CARRIED DOWN TO THE SOLID GROUND AND MATERIALS WISELY AND LIBERALLY SELECTED. CONVENIENCE, WHEN THE ARRANGEMENT IS FAULTLESS, AND PRESENTS NO HINDRANCE TO USE, AND WHEN EACH CLASS OF BUILDING IS ASSIGNED TO A

9-21-72
Mr. Edwards was
unable to attend.
Mr. Klaboe went
in his place.
ms.

SUITABLE AND APPROPRIATE EXPOSURE, AND
BEAUTY WHEN THE APPEARANCE OF THE WORK
IS PLEASING AND IN GOOD TASTE, AND WHEN
ITS MEMBERS ARE IN DUE PROPORTION ACCORDING TO CORRECT PRINCIPLES OF SYMMETRY..."

TO THESE WORDS OF TASTE, BEAUTY AND ART, WE WOULD ADD THAT EACH STRUCTURE SHOULD HAVE ITS OWN GRACE AND CHARM.

THE DESIGN OF A BRIDGE DIFFERS CONSIDERABLY FROM THE DESIGN OF A BUILDING OR A HOUSE AND IT DIFFERS FROM THE DESIGN OF A LANDSCAPE AS NORMALLY PURSUED BY A LANDSCAPE ARCHITECT. IN A BUILDING, OR A HOUSE, OR A PARK, THERE IS AN UNLIMITED AREA FOR THOUGHT IN THE SELECTION OF THE THEME IN PRODUCING THE FINAL CONCEPT.

IN THE DESIGN OF A BRIDGE, THIS IS NOT ALWAYS TRUE. IN INSTANCES OF LONG BRIDGES OR, MORE PROPERLY, LONG-SPAN BRIDGES, THERE IS SOME LATITUDE. CONCEPTS CAN BE CONTROLLED AND A SELECTION MADE WHICH COMBINES GRACE, CHARM AND BEAUTY WITH FUNCTIONALISM.

HERE WE HAVE A STRUCTURE THAT HAS ALL OF THESE CONCEPTS PUT TOGETHER. IT IS FUNCTIONAL. IT IS NOT OFFENSIVE OR INTRUSIVE OF THE LANDSCAPE. IT HAS GRACE AND CHARM. IT WILL BE A CONTINUING ASSET TO THE COMMUNITY DEVELOPMENT.

SO IT IS WITH THE MAN TO WHOM WE DEDICATE THIS GREAT BRIDGE.

BENJAMIN A. MARTIN CAME TO WORK FOR THE HIGHWAY DIVISION IN 1925. IN HIS EARLY DAYS, HIS WORK WAS CONFINED GENERALLY TO THE COASTAL AREAS. THE COAST HIGHWAY, THE OLD AND PARTICULARLY THE NEW, REFLECT THIS MAN'S SKILL IN FITTING A TRANSPORTATION FACILITY TO THE LANDSCAPE. IN 1950 HE WAS ASSIGNED SUPERVISORY DUTIES OF ALL LOCATION IN THE STATE. ILLNESS FORCED HIS RETIREMENT IN 1956. HOWEVER, IT BECAME EVIDENT TO US THAT HE HAD NOT REALLY RETIRED, AND WE BEGGED HIM TO RETURN TO THE FOLD TO SOLIDIFY LOCATION OF THE GOLD BEACH TO PISTOL RIVER DESIGN. HE LEFT THE DEPARTMENT FINALLY IN 1960.

HE DID NOT RETIRE. HERE IS A MAN FIRMLY FOUNDED IN HIS BELOVED CURRY COUNTY. HERE IS A MAN WHO HAS AIDED IN THE DEVELOPMENT OF YOUR FINE HARBOR. HERE IS A MAN WHO HAS GIVEN HIS GUIDANCE AND SUPPORT IN COMMUNITY DEVELOPMENT. HERE IS A SOLID CITIZEN, ONE WHOSE NAME IS FITTING FOR THIS FINE BRIDGE TO WEAR.* IT IS MY PRIVILEGE [redacted] TO FORMALLY DEDICATE THIS STRUCTURE IN HONOR OF B. A. (DOT) MARTIN.

* ---- Present Letters -- Governor
Highway Commission
Present Picture

Suggested Remarks for Tom Edwards
for use 9-21-72, 10:30 a.m.
3½ minutes

Ladies and Gentlemen:

We hope that this day is as important to all of you as it is to us in the State Highway Division.

Now that the work is finished and we can view something as beautiful as this rest area and information center, and as the new bridge which we will see next, it then, makes all of our past efforts seem worthwhile. This is one of the most beautiful of the six point-of-entry information centers we now operate. In keeping with the times it naturally is the most modern in design and construction. Oregon for years has been the envy of the nation for its network of safety rest areas. This facility near Brookings certainly will contribute to that network and will rank as one of our most attractive.

The first combination rest area and information center was opened along the I-5 freeway south of Ashland. Another is located along U. S. 97, south of Klamath Falls near Midland, and another along I-80N, east of Ontario. The Ontario Center was opened early this summer. The other two centers are located at Astoria near the bridge and in North Portland near the interstate bridge and are not in safety rest areas. The five centers operating this summer have provided personal assistance to more than 190,000 walk-in visitors since May.

When we first started work on this area some of our engineers and workers were tempted to throw up their hands, or request a transfer, or anything so that they would not have to work in a quagmire of poison oak. But everyone accepted the challenge and the result is as you see it. (Yes, those shiny little green leaves along the trails are new growths of poison oak so we are advising everyone to stick to the trails and not explore the brush--it takes awhile for the corrective sprays to do the job.)

While you are here today, take time to look at the picnic areas which can easily go unnoticed because of their individual privacy. The picnic areas and trails were designed to prevent unnecessary removal of existing shrubs and landscape. Parking spaces have been provided for cars, campers, vacation trailers and trucks. A trailer dumping station is located at the south end of the area. Ramps leading from the parking areas and special stalls in the rest rooms are provided for wheel chair visitors and the physically handicapped.

In the information center we will attempt to assist people arriving in the Brookings area in learning and enjoying the recreational attractions of the immediate area as well as the entire state. We will work very closely and cooperatively with the Brookings Chamber of Commerce Information Center. Hopefully, we can share some of the load of visitors and their multitude of questions.

I would like to introduce the two young ladies who will be working in the center until its closure on October 31. The rest area and rest rooms, of course, will remain open all year. Supervising the information center will be Diane Raymond------and assisting her will be Beverly McGovern----(acknowledge both).

We are pleased with the appearance of this area and hope that the services we propose to offer will equal that quality. We are anxious to officially dedicate this installation--THE BROOKINGS SAFETY REST AREA AND INFORMATION CENTER--to the future pleasures of the traveling public. So, on behalf of the State of Oregon and its people I hereby declare this area officially open.

Tom Edwards
State Highway Engineer

DC;ds

RECEIVED
SEP 22 1972

FOR FILING

7510

Rec'd

APB RSB 177 9-21-72 1-02 PM

ALL STATIONS

RE BROOKINGS-WINCHUCK SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

THE NEW CHETCO RIVER BRIDGE WAS DEDICATED AND THIS SECTION OPENED TO TRAFFIC AT 11-30 AM TODAY.

J X WILSON

REGION 3 CONSTRUCTION ENGINEER

CW36.--.17.7&9.19

RECEIVED
SEP 21 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 5 - 1972
FOR FILI
#7510

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 29, 1972

BV

The Honorable Tom McCall
Governor of Oregon
State Capitol
Salem, OR 97310

Dear Governor McCall:

We are nearing completion of a new four-lane bridge over the Chetco River in the Brookings-Harbor area. Considerable local interest, as well as Highway Division desire, prompted the Highway Commission on August 8 to designate this bridge the "B. A. (Dot) Martin Bridge."

Mr. Martin is a former employee of this Division. For many years, beginning in the early 1930's, he was Chief Locating Engineer and devoted a great deal of effort in laying out our basic highway system. In the middle 1950's because of some heart trouble and family property ownerships in Curry County, he left the Division and returned to his home community. Since that time, he has been active in engineering and development matters in the Brookings-Harbor area and was one of the leading participants in developing the Chetco River harbor.

Last year, Mr. Martin was honored with the "First Citizen" of Brookings award.

Attached is a suggested letter to Mr. Martin, should you wish to use it. The dedication of the bridge is to be on September 14. Because of my long friendship with "Dot", I will make the presentation to him, and will appreciate having your letter to hand to him at the ceremonies.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc George M. Baldwin
F. B. Klaboe
Gary Sund

TE:ms
Att.

9-1-72
Ron Schmidt notified of
new date of Sept 20.
JMK.

9-5-72
cc Sund -

8-1111 Brookings-Winchuck River Section 1970
of Oregon Coast Hwy. at Brookings.
#7510 (Grad., pav. & struct.) Folder #2

A&R 517
C&A 3836

7510

1

STATE OF OREG

INTERO CE MEMO

TO: Mr. F. B. Klaboe
Chief of Operations

DATE: October 8, 1976

FROM: George N. Hopkins
Program Development Engineer

SUBJECT: Brookings-Winchuck Section of Highway 101 and
Pistol River Bridge
Curry County

Brookings-Winchuck Section

4.5 miles; grade, pave and structure
Awarded December 16, 1970
Completed December 4, 1972
$6,498,300

Pistol River Bridge was a part of the same negotiations.

Structure
Awarded November 18, 1969
Completed May 1, 1970
$189,400

Total county contributions to these projects was $564,000 in FAS-C funds.

GNH:sch

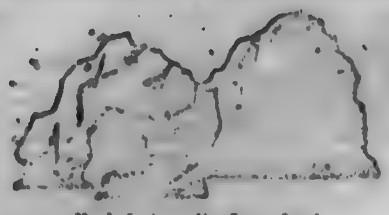
Attachment

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
OCT 8 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387



Mack Arch on the Curry Coast

W. TUCKER
CHAIRMAN
GLEN R. HALE
COMMISSIONER
GENE COLEGROVE
COMMISSIONER

April 16, 1969

RECEIVED
APR 18 1969
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County and City Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

Since our meeting and discussion with you April 15th relative to the Brookings-Winchuck Section of Highway 101, and the existing problem in the Pistol River area, this court wishes to make the following proposal.

1. Curry County is willing to turn over to State, Federal Funds in the following amounts: all Federal Funds on hand, including fiscal year 1970, $271,000; Federal Funds for fiscal year 1971, $50,000; repayment of loan from Tillamook county (fiscal year 1971), $58,000, for a total of $379,000.

2. Curry County is willing to borrow an additional $185,000 on future federal fund allocations and turn these funds over to State upon completion of construction of presently proposed Pistol River bridge.

3. Curry County will accept the Pistol River loop (a portion of old Highway 101, 2.3 miles in length) into the county FAS road system in its present condition.

The foregoing actions are predicated upon the proposition that State will provide an early construction schedule for the Chetco river bridge and its connecting approaches. The Court would expect actual construction to begin in 1970.

A further point of concern to this Court is the deplorable condition of the Sixes River bridge. (Highway 101, at Sixes). We are aware that State forces are engaged in repairing this structure, but it would appear that anything less than a new structure would be completely inadequate. We wish to go on record as asking that you personally bring this to the attention of the Highway staff.

COMMISSION
APPROVED ON SEP 30 1969

Page Two.

Mr. H. S. Cox
County and City Engineer
Salem, Oregon

Please advise us at the earliest possible date the outcome of this proposal so that we may proceed with our plans.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Ira W. Tucker, Chairman

Glen R Hale
Glen R. Hale, Commissioner

Gene Colegrove
Gene Colegrove, Commissioner

IWT:GRH:GC:hw

Approved 9-8-69

Asst. State Hwy. Engr.

This agreement was approved by the Oregon State Highway Commission on 9-30 1969 at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume 54 Page _____ Minute Book of the Oregon State Highway Commission

/s/ Floyd Query
Floyd Query, Secretary

STATUS FAS FUNDS

The status of FAS funds as of the date below is showin in the following tabulation. Federal funds are the governing factor in this status, and the actual apportionment of federal funds to each county is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

For estimating and programming purposes, federal funds are assumed to represent approximately 86% of total costs, and total FAS funds (include federal funds 86%, state funds 7%, and county funds 7%)* are arrived at by dividing the available federal funds by 86% and rounding to even thousands.

Federal Allocations

Fiscal Year	
Balance Forward	$ 488,545
1970	50,303
1971	50,079
1972	45,022
1972**	430
1973	45,688
1974	46,247
1975	57,913
1976	56,643
1976a	7,080
1976b	15,931
1977	56,510
1978	
1979	
1980	
TOTAL	$ 920,391

Federal Funds Committed for Projects Programmed to Date

FAS Rte. No.	Section	Federal Funds Final	Federal Funds Estimated
	Balance Forwarded	$ 210,037	$
08-110	Pistol River Bridge		
	(Transfer funds to State - Agreement 9/30/69)	379,000	
	(Advance of future allocation - Agreement 9/30/69)	185,000	
	Subtotal		774,037
A304	Hunter Creek (Hunter Creek Road) Bridge		111,147 ~~93,600~~
			$ ~~867,637~~ 885,184

FEDERAL FUNDS ALLOCATED		FEDERAL FUNDS COMMITTED		FEDERAL FUNDS UNCOMMITTED BALANCE
$ 920,391	-$	~~867,637~~	=	$ ~~52,754~~ 35207

			TOTAL FUNDS UNCOMMITTED BALANCE
$ ~~52,754~~ 35207	÷ 0.86	=	$ ~~61,000~~ 41,000

Curry County, No. 08
Date August 31, 1976.

-2-

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*Program changed from 78% federal to 86% federal in July, 1976.
**Additional FAS-C allocation based on new census.
aFederal Aid Highway Amendments Act 1974.
bTransition Quarter FY from July 1 to October 1, 1976.

#1510

February 24, 1975

[illegible] /333.1

NOTED
A. E. JOHNS

Mrs. Carol L. Freeman
Winharbor Farm
Harbor OR 97415

Dear Mrs. Freeman:

I have been requested by our Washington office to determine the extent of Federal funding of the project that required acquisition of your property.

I have carefully reviewed the matter and determined that there is no Federal funding in the construction of the highway nor in the right of way acquisition. Inasmuch as the entire project was funded by the State it would not be proper for the Federal government to review the handling of the relocation payments involving acquisition of your property. The State evidently uses the same relocation brochure for both Federally and State funded projects. This could have led you to believe that there were Federal funds in this project.

Sincerely yours,

Original Signed By
G. L. GREEN
Division Engineer
G. L. Green
Division Engineer

NOTED
F. B. KLABOE

Copies to:
Wash. D.C. (HRW-20)
Region (10DA)
OSHD (F. Klaboe)
Region (10RW)

RECEIVED
STATE HWY ENG.
FEB 25 '75
REF.
Boyd
F
Info
Index

RECEIVED
MAR 3 1975
Office of
Assistant State Highway Engineer

Copy to Boyd
3-3-75

NOTED
R. L. SCHROEDER

#7510

Box 300
Salem OR 97308

VIA TELECOPIER TRANSMISSION

Citizen Inquiry -
Carol L. Freeman, Harbor, Oregon, to
the Sec of Transportation, 10-27-74
(Mr. Ross' endorsement, control DOT 13023,
to Mr. King's ltr, 11-11-74, HRW-20)

November 14, 1974

1041RW/INQ-402

G. L. Green, Division Engineer

A. E. JOHNS

Mr. J. M. O'Connor, Assoc Admin for Right of Way & Environment
Washington, D.C.
Attention: Mr. K. N. Ross, HRW-20

Transmitted: 11-14-74/11:37 AM

We have reviewed the record and find that there was no Federal aid in any phase of the project involving Carol Freeman's property. Therefore, the State's acquisition and relocation activities in connection with this project do not fall under the Uniform Relocation Assistance and Land Acquisition Policies Act, and we do not believe it would be appropriate to review its transactions in this case.

G L Green

G. L. Green

cc by mail:
Region (10RW)
OSHD (Klaboe) > w/cys LTRS:
11-11-74 to FREEMAN FM FHWA
10-27-74 to BRINEGAR FM FREEMAN
9-9-74 to FREEMAN FM OMBUDSMAN

Green:mig

RECEIVED
STATE HWY ENGR
NOV 15 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sim | [illegible] | [illegible]

RECEIVED
NOV 26 1974
Office of
Assistant State Highway [illegible]

K

[illegible]aharbor Farm.
Harbor, Oregon
October 27, 1974

Attention: Mr. Claude S. Brinegar
Secretary of Transportation
Department of Transportation
Washington D. C.

Dear Sir:

I wish to call to your attention a matter involving the loss of business due to the taking of real property by the Oregon Highway Commission in January of 1971.

Enclosed are the letters of correspondence written over a three year period which will indicate the extent of my inquiry into this matter.

Briefly, you will note my letter to Mr. D. H. Hoering, Right of Way Engineer, written November 8, 1972 and another of December 4, 1972, which summarizes my appeal to you.

After the initial taking of the property, I was advised to contact the Right of Way Agent and then referred to the Relocation department of the State Highway Commission. During this time I received no assistance and little information about what redress was available to me. During this period I had no income. I then contacted Mr. F. B. Klaboe, Administrator and Engineer of Highways at Salem, by letters and then by phone as I had received no answer. I was given an audience of perhaps five minutes. He had not received any information about my case yet terminated the conversation with certainty that I was not eligible for reimbursement due to a loss of business.

Later I attempted some recourse through the Relocation Department with little success with regard to an adequate explanation of an "economic unit" or an explanation of when a loss of business is ever compensated. My contact with the Omsbudman of Oregon was received with similar comments. (Note letter of September 9, 1974.)

ACTION
FHWA
CONTROL NO.
1909[illegible]

In my explnation to various agents, I have concluded that my appeal has not been clearly heard or viewed by those person(s) who have made a decision of my eligibility for the loss of Business. It remains vague to me what state agency actually has the power or authority to establish such a decision. If there is any other recourse available to me, please advise. After reading the Public Law 91-646, "Uniform Relocation Assistance and Real Property Acquistion Policies Act of 1970," I do not feel that equitable treatment has been prescribed to me. Again there was a loss of business verified by my income tax returns with no possibility of continuing or re-establishing a dairy operation during the two years of highway construction i.e. water loss, no barn or milking parlor and the nature of the business as twice a day milking, or the feasibility of continuing a dairy operation after the taking. In addition to the 6.7 acres taken, 3 acres are seperated by a four lane highway with a large home and barn occuping additional acerage previously used as pasture land. (Both the home and the barn-buildings were condemned and relocated during the construction of the highway.) I was not advised by other dairy farmers in the area to continue with a dairy on the remaining part nor would it be feasible or possible. This had been my business for nearly twenty years.

I must add that an income by renting as an economic unit could not possibly supply a living income. Of the seven acres rented to a lily grower after the condemnation fo the business property, only $2,100 a year fee was received. Certainly this is not an income. No land is being rented at this time. Can a federal agency review this matter as these are federal funds normally dispersed through a state agency?

Thank you for your consideration,

Very truly yours,

Carol L. Freeman

#-1510

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

TOM McCALL
GOVERNOR

September 9, 1974

Mrs. Carol Freeman
Winharbor Farm
Harbor, Oregon 97415

Dear Mrs. Freeman:

Last week I met with Mr. Fred Klaboe and Mr. Bruce Boyd in regards to your loss of business claim. As you know, the Highway Division maintains your business was renting land and not operating a dairy. Based on this, your remaining property is considered an economic remnant.

We are satisfied that you have been justly compensated for the inconvenience and expenses involved created by the relocation of Highway 101. Your compensation was established through the courts and any attempt to change the decision must also be made through the courts.

NOTED
F. B. KLABOE

I regret I could not be of assistance to you.

Sincerely,

Ted Winters

Marc P. (Ted) Winters
Ombudsman

TW:do

RECEIVED
STATE HWY ENGR
SEP 11 '74
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9/11/74
cy J B Boyd
R L Schroeder

#7510

FORM [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE September 6, 1974

TO Memo to File

FROM J B Boyd
J. B. Boyd
Right of Way Engineer

SUBJECT File 43859 - Freeman
Brookings-Winchester Section
Oregon Coast

NOTED
A. E. JOHNSON

I met with Mr. Ted Winters, Ombudsman, and Maxine Dake of his office. Mr. F. B. Klaboe and I discussed Mrs. Carol Freeman's contention for "lieu" payment. Our position is stated in previous correspondence.

JBB:rk
cc: F. B. Klaboe
Jim Dixon

RECEIVED
STATE HWY ENGR
SEP 9 '74
REFER TO
FOR

Info	Advs	R/D	D/R	Sign	Act	File

NOTED
R. L. SCHROEDER

RECEIVED
SEP 13 1974
Office of
Assistant State Highway Engineer

NOTED
MARIE STEPHENS

5

1510

169-K

March 11, 1974

Mrs. Carol Freeman
Winharbor Farm
Harbor, Oregon 97415

Dear Mrs. Freeman:

I have your March 5 request for information relative to the "in lieu" moving expense allowance for dislocated businesses as well as our file correspondence. Enclosed is another copy of Federal Public Law 91-646, and I direct your attention to that portion of page 3 which is highlighted.

In your letter of October 29, 1973 you indicated that you intend to take legal action if the "in lieu" payment is not made to you. Therefore, we do not feel it would be appropriate to disclose any information which may become part of the litigation.

We are, of course, ready to settle the matter of actual moving expenses for your dairy equipment. You have told us this amounts to $650.00. Please understand that acceptance of this settlement will preclude any further possibility of paying you the "in lieu" moving expense payment.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Enclosure

bc: A. E. Johnson
J. J. Smith
Frank North

JJS:ks cm

[illegible] Farm
Harbor Ore 97415
March 5 1974

Mr. F. B. Klaboe
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe

Please send all the information about the loss of business laws and correspondence available concerning my case that you have or other officials may have. I would appreciate this information being sent.

Thankyou.

Very truly yours,
Carol L. Freeman

RECEIVED
STATE HWY ENGR
MAR 7 '74
REFER TO
Jim Smith
FOR

Info	Invest	[illegible]	[illegible]	[illegible]	Act	File
		✓				

y or displays are located
ve activities are conduct
ny activity conducted solely
ore agricultural products or
home use, and customarily
in sufficient quantity to be
operator's support.
lasses of liens as are com-
unpaid purchase price of,
in which the real property
nts, if any, secured thereby.

QUISITION

301 of title III of this Act
affect the validity of any
nnation.
ied as creating in any con-
power of eminent domain,
xistence immediately prior

ION ASSISTANCE

ICY

establish a uniform policy
rsons displaced as a result
in order that such persons
as a result of programs
ole.

XPENSES

f real property for a pro-
agency in any State w
or after the effective d
ake a payment to any dis-
approved by such agency

oving himself, his family,
onal property;
rsonal property as a result
r farm operation, but not
nable expenses that would
operty, as determined by

rching for a replacement

ayments under subsection
dwelling and who elects
section in lieu of the pay-
ection may receive a mov-
to a schedule established
ed $300; and a dislocation

Frank
North

(c) Any displaced person eligible for payments under subsection (a) of this section who is displaced from his place of business or from his farm operation and who elects to accept the payment authorized by this subsection in lieu of the payment authorized by subsection (a) of this section, may receive a fixed payment in an amount equal to the average annual net earnings of the business or farm operation, except that such payment shall be not less than $2,500 nor more than $10,000. In the case of a business no payment shall be made under this subsection unless the head of the Federal agency is satisfied that the business (1) cannot be relocated without a substantial loss of its existing patronage, and (2) is not a part of a commercial enterprise having at least one other establishment not being acquired by the United States, which is engaged in the same or similar business. For purposes of this subsection, the term "average annual net earnings" means one-half of any net earnings of the business or farm operation, before Federal, State, and local income taxes, during the two taxable years immediately preceding the taxable year in which such business or farm operation moves from the real property acquired for such project, or during such other period as the head of such agency determines to be more equitable for establishing such earnings, and includes any compensation paid by the business or farm operation to the owner, his spouse, or his dependents during such period.

REPLACEMENT HOUSING FOR HOMEOWNER

SEC. 203. (a)(1) In addition to payments otherwise authorized by this title, the head of the Federal agency shall make an additional payment not in excess of $15,000 to any displaced person who is displaced from a dwelling actually owned and occupied by such displaced person for not less than one hundred and eighty days prior to the initiation of negotiations for the acquisition of the property. Such additional payment shall include the following elements:

(A) The amount, if any, which when added to the acquisition cost of the dwelling acquired by the Federal agency, equals the reasonable cost of a comparable replacement dwelling which is a decent, safe, and sanitary dwelling adequate to accommodate such displaced person, reasonably accessible to public services and places of employment and available on the private market. All determinations required to carry out this subparagraph shall be made in accordance with standards established by the head of the Federal agency making the additional payment.

(B) The amount, if any, which will compensate such displaced person for any increased interest costs which such person is required to pay for financing the acquisition of any such comparable replacement dwelling. Such amount shall be paid only if the dwelling acquired by the Federal agency was encumbered by a bona fide mortgage which was a valid lien on such dwelling for not less than one hundred and eighty days prior to the initiation of negotiations for the acquisition of such dwelling. Such amount shall be equal to the excess in the aggregate interest and other debt service costs of that amount of the principal of the mortgage on the replacement dwelling which is equal to the unpaid balance of the mortgage on the acquired dwelling, over the remainder term of the mortgage on the acquired dwelling, reduced to discounted present value. The discount rate shall be the prevailing interest rate paid on savings deposits by commercial banks in the general area in which the replacement dwelling is located.

#7510

s

January 21, 1974

Mrs. Carol Freeman
Winharbor Farm
Harbor, Oregon 97415

Dear Mrs. Freeman:

File No. 43859
Brookings-Winchuck River Section
Oregon Coast Highway

Your December 16 letter did not clearly define the reason for your appeal. However, from past correspondence in our file, it is assumed you are appealing the decision that you are not eligible for the "in lieu" moving expense allowance.

Our purchase of right-of-way from you was financed by a State bond issue. However, to insure equity and equal treatment, all of our real property acquisitions for right-of-way are subject to requirements issued by the United States Department of Transportation. Their regulations provide that, in the case of a partial purchase from a farm, the "in lieu" payment may be made only when the remaining property is no longer an economic unit as determined by the State during its appraisal process. A review of our appraisals discloses that your remaining property is considered to be an economic parcel.

For this reason I must advise you that I can find no basis to reverse the decision of our appeals board.

Mrs. Carol Freeman
January 21, 1974
Page 2

Your courtesy and cooperation during my investigation is sincerely appreciated.

Enclosed are the three letters you submitted for my consideration.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Enclosures

bc: A. E. Johnson
J. B. Boyd
James J. Smith
Frank North

JJS:ks cm

RECEIVED
STATE HWY ENGR
DEC 19 73
REFER TO
Boyd
FOR

Winharbor Farm
Harbor, Oregon
December 16, 1973

Mr. F. B. Klaboe
Administrator and Engineer of Highways
Highway Building
Salem, Oregon

Dear Mr. Klaboe:

In reference to your letter of December 5, 1973 the enclosed letters dated October 12, 1970 and December 4, 1972 state the situation. Mr. J. J. Smith also has copies of these letters.

At the time of the taking, Mr. Don Kirk had moved his part of the cattle to another location and the remaining cattle, and all the dairy equipment, hay etc. were mine. Of course, the dairy operation which was an accredited Grade A operation ceased due to the taking of the barn and buildings and the 6.7 acres of land lying in the right of way. This certainly created a hardship in that my income ceased; also the barn was moved to another location but it was not completed during the year until September or thereabouts and the crop of hay of that summer was ruined as there was not sufficient storage.

To date I still have the dairy equipment for sale and the barn has not been restored to its original condition as I no longer have a dairy operation.

During the negotiations with the State of Oregon I talked to a Mr. Oakes concerning the loss of income. I think that he will remember that I made two trips to Salem to talk with him concerning the loss of my business.

The state of Oregon must have pictures on file showing that the barn was the site of a dairy operation and that the barn was located in the right of way.

Thank you kindly for your attention to this matter.

Very truly yours,

Carol L. Freeman

Carol L. Freeman

CF/SF C. C.

Please return the two accompanying letters to my office at the above address. Thank you.

ATE
DIVISION

1859

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 5, 1973

Subject: File No. 43859
Brookings-Winchuck Section
Oregon Coast Highway

Mrs. Carol Freeman
Winharbor Farm
Harbor, Oregon 97415

Dear Mrs. Freeman:

In order to complete a review of your expressed dissatisfaction with the decision of our Relocation Appeals Board it will be necessary that you submit your complaint in writing.

As soon as your written statement is received your appeal will be given prompt attention and a decision rendered.

Very truly yours,

F. B. KLABOE
Administrator and
Engineer of Highways

Winharbor Farm
Harbor, Oregon
December 4, 1972

Mr. D. H. Moering, Right of Way Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon

Dear Mr. Moering:

Thank you for your letter of November 21, 1972 with information regarding payments to displaced farm operators.

At the time of the State of Oregon's condemnation of the property in January of 1971 Mr. Don Kirk was no longer renting the property. He had moved from the property in the summer of 1970.

The equipment and the cattle were mine and I was the sole operator.

Very truly yours,

Carol L. Freeman

WINHARBOR FARM
HARBOR, OREGON 97415

October 12, 1970

CERTIFIED MAIL

Governor McCall
Salem, Oregon

R-43859

Oregon State Highway Department
Salem, Oregon

Brookings-Winchuck River
Section
Oregon Coast Highway

Dear Sirs:

On September 1, 1970 my lessee, Don Kirk, Jr., vacated farm property and buildings that are located within the above captioned section of proposed hgghway. The property involved contains 70 acres more or less of dairy farm land and bulb land with the barns and dairy house and some 9 acres being located within the proposed right of way, which makes the operation of the economic unit impossible.

The amountoff rent loss to December 1, 1970 is $1200.00. To date the State of Oregon has not filed condemnation papers but has made an offer for legal option.

Please advise.

Yours very truly,

Carol Lee Freeman

7510

5

December 24, 1973

Curry County Board of Commissioners
Courthouse
Gold Beach, Oregon 97444

Attention: Bernard I. Mather
County Clerk

5h

12-19-73

AvR 514

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering the transfer of property on the Brookings-Winchuck River Section of the Oregon Coast Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm

Att.

cc H. S. Cox (agree. att.)

#7510

?

s

December 12, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Throughway Agreement
Brookings-Winchuck River Section
Oregon Coast Highway, No. 9
Curry County

A new agreement has been negotiated with Curry County concerning the transfer of property acquired for right-of-way purposes along the recently completed Brookings-Winchuck River Section.

This agreement is basically the same as the one entered into by the State and County on November 24, 1970, except for revisions to Exhibit A. It has been determined to be in the best interest of all concerned that the State retain all of the access control area in order to simplify policing of the access control. This agreement, if approved, will supersede the 1970 agreement and is intended to more clearly define the jurisdictional responsibilities of the State and Curry County along this newly-constructed section of highway.

This matter will be presented for your consideration at the December 19 meeting. I recommend your approval and request authority to sign the agreement for and on your behalf.'

bc: George M. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
R. L. Schroeder
M. S. Soulter
L. H. Young
J. H. Versteeg
J. B. B[illegible]
W. L. Barrie
H. S. Cox
A. Shirley, Jr.
Gary Sund
R. E. Whipps

MCH:ljt cm

7510

4840

5

FILED
OCT 26 1973
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

NOTED ON CARD
10-29-73 RO

October 25, 1973

Kearney Bros., Inc.
P. O. Box 407
Tualatin Oregon 97062

Gentlemen:

This is to acknowledge your letter of October 3 informing us of your claim in the amount of $1,778.02 against Medford Construction Company, subcontractor.

From the description given in your letter, this appears to be in reference to the Peter Kiewit Sons' Company Contract No. 7510 for work on the Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County.

The Aetna Casualty and Surety Company furnished the performance bond on this contract. We will notify them of your claim and file it with the Secretary of State.

Please advise this office upon satisfaction of your claim.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Peter Kiewit Sons' Co.
The Aetna Casualty and Surety Co.

Hon. Clay Myurs - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C W HEAD
10/26/73

E-123

FORM [illegible] (REV. 10-[illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1973

SUBJECT: Claim - Contract 7510
Brookings-Winchuck River Section

To: Cecil Head, Manager
Administrative Services

FROM: John T. Scofield
John T. Scofield
Construction Office Engineer

Submitted herewith is correspondence pertaining to a claim by Kearney Bros. Inc. on the Brookings-Winchuck River Section of the Oregon Coast Highway, Contract No. 7510.

Kearney Bros., Inc. claim that they were not paid for all of the work they did. Kearney Bros. was not a subcontractor or sub-subcontractor on the project.

This project was completed on December 4, 1972. This matter has not been discussed with our Legal Section.

JTS:fw
Attach.
cc J. X. Wilson

RECEIVED
OCT 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 18, 1973

SUBJECT: Brookings-Winchuck River Sec.
Oregon Coast Highway
Contract No. 7510
Kearney Bros. Claim Against
Medford Const.

To: C. T. Keasey
Construction Engineer
SALEM

On October 4, 1973, we received the attached copy of a letter from Kearney Bros., Inc. to Medford Construction Co., who was a subcontractor on the subject project.

I asked Bill Ikola to investigate and a copy of his report is also attached.

We were not aware that Kearney was working for Medford Construction as a sub-sub. The Resident assumed these people were part of Medford Construction's own operation. Until this letter was received, we had no indication there were unpaid monies due anyone in connection with the project.

Other than asking you to pass this file on to our Legal people, I don't know what more we can do on this end. If you need further information, please let me know.

J X Wilson
J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

Routing
Keasey
1 Bond
Jackmond
Hardt
Johnsen
Walker

RECEIVED
OCT 22 1973
CONSTRUCTION
SECTION

Schofield 5
Crum
Berg

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

October 12, 1973
Roseburg, Oregon

SUBJECT: Brookings-Winchuk River Section
Oregon Coast Highway
Contract No. 7510
Kearney Bros. Claim Against Medford Const.

To: Mr. Alfred Shirley, Jr.
Region Engineer
Roseburg, Ore.

Attn: J.X. Wilson

Enclosed is a copy of a letter from Kearney Bros. Inc. to Medford Construction Co. stating a claim in the amount of $1778.02 for curb work done by Kearney Bros. for Medford Construction on the subject project. Medford Construction was the curb subcontractor to the Prime Contractor, Peter Kiewit Son's Co.

In researching this matter, the following information was found:

1. In the late summer of 1971, Medford Construction was behind schedule in pouring curbs and requested Kearney Bros. Inc. to complete part of the work. This information was received from Vernon Shull, Resident Engineer on the grading portion of the contract and Lee Cassels, Job Sponsor, for Peter Kiewit Son's Co.

2. A telephone conversation with Mr. Cassels on October 8, 1973, reveals that Peter Kiewit Son;s Co. did direct Medford Construction Co. to increase curb construction work in order to commence paving operations. Medford Construction then called in Kearney Bros. Inc. to perform portions of the work and evidently were carried on Medford Construction Co.'s payroll as no subcontracts were submitted for approval. Cassels stated he believes Kearney Bros. did not receive the production in curb construction they had originally anticipated or Medford Construction may have assigned them more difficult radius sections to construct, at any rate Kearney Bros. claimed they had more monies due them for the work. Mr. Cassels also went on to say that as soon as Peter Kiewit was paid all retainages on Contract

RECEIVED
OCT 1[illegible] 1973
W

No. 7510, they in turn paid all monies owing to Medford Construction. He feels this claim is now a matter between Kearney Bros. and Medford Constuction since Kearney Bros. did not notify Peter Kiewit in time so that retained monies due Medford Construction could be utilized to bring about a settlement.

3. Insofar as the Resident Engineer was concerned, he was not informed of the fact that Kearney Bros. Inc. was working for Medford Construction and these workmen were considered part of Medford Construction's Crew. No information regarding Kearney Bros. Claim was afforded either Mr. Shull or to myself up to this time. The curbs were accepted as satisfactory and all curb items submitted for final payment.

Please advise if any further information is required from this office.

W.E. Ikola

W.E. Ikola, Resident Engineer

RECEIVED
OCT 3 1973
[illegible]

October 3, 1973

Richard A. Hawkins
Medford Construction Co.
200 W. Barnett Street
Medford, Oregon

Re: OSHD Contract 7510 - Brookings, Oregon
Medford Construction P.O. 257
Our Job No. 848

Dear Sir:

Our files indicate the last correspondence relative to the unpaid balance due us under this contract was July - August 1972, wherein we explained our position to Peter Kiewit Sons Mr. Cassels.

Inasmuch as we have not been paid anything subsequently, this letter will serve to place you, the general contractor, your bonding company, and the Highway Department on notice that we expect immediate payment from one of you for this unpaid balance of 31778.02, or we shall proceed with our legal remedies to enforce collection of such amount, plus appropriate costs.

Very truly yours,

KEARNEY BROS., INC.

Thornton Smith

Thornton Smith
Controller

cc: Oregon State Highway Department
Peter Kiewit Sons
Aetna Casualty & Surety

ss

RECEIVED
OCT 24 1973
HIGHWAY
ADMINISTRATIVE SERVICES

[illegible] REGION
RECEIVED
OCT [illegible] 1973

cc: Bill Ikola - Please investigate status
c̄ let me know A.S.A.P.
G.K.

7510

5

June 6, 1973

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th
Portland, Oregon 97205

Gentlemen:

Contract No. 7510 awarded to Peter Kiewit Sons' Co. for work on the Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County was completed on December 4, 1972 and accepted by the Highway Commission on June 4, 1973.

Final payment in the amount of $7,083.64 will be released to the contractor after June 13, 1973. The total contract amount is $5,922,074.34 including $166,895.35 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

td

cc Peter Kiewit Sons' Co.
215 South "F" Street
Vancouver, Washington 98663

C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Haack
A. Shirley

7510

June 6, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7510, Work Completed December 4, 1972

Project Brookings - Winchuck River

Highway Oregon Coast, County Curry

Type of Work Grading, Paving and Structure

Contractor Peter Kiewit Sons' Co.

Recommended Acceptance Date June 4, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on July 10, 1973 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. L. Gallagher

FORM E-90-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7510

Salem, Oregon
May 2, 1973

SUBJECT: SFO No. 18 - Pavement Buttons
Brookings-Winchuck River Section
Oregon Coast Highway
Contract No. 7510

To: Alfred Shirley, Jr.
Region Engineer

ATTN: J. X. Wilson

FROM: CT Keasey
C. T. Keasey
Construction Engineer

The subject State Force Order for installing pavement buttons on part of the subject project is being returned to you unapproved.

This was discussed with Assistant State Highway Engineer H. S. Coulter, and due to the acute shortage of State Construction Funds, it was decided that the work should be done and charged to your General Maintenance prefix.

Please proceed with the work on that basis.

RECEIVED
MAY 2 1973
Office of
Assistant State Highway Engineer

CTK:fw
Enc.
cc: H. S. Coulter
D. H. Moehring

7510

7510

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE February 23, 1973

TO Mr. J. X. Wilson
Region Construction Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

NOTED
A. E. JOHNSON

SUBJECT Chetco River Bridge

To better understand the underlying causes of the cracking of the parapet rail on the subject bridge, it is necessary that the camber study initiated by the resident, Bill Ikola, be continued.

A profile of the bridge deck should be run as soon as possible and the results forwarded to this office along with the original elevations taken by the resident. Profiles should be taken at regular intervals thereafter until it is apparent that the structure has stabilized.

A copy of our recommended post-tensioning records is enclosed for your information.

PMO:dh
Enclosure

cc A. E. Johnson
E. L. Hardt
L. L. Wallace

RECEIVED
STATE HWY ENGR.

FEB 26 '73

REFER TO

FOR

Info	Inves	R/D	DIR	Sign	Act	File

5

OREGON STATE
HIGHWAY DIVISION

7510
HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 2, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Brookings-Winchuck River Section
Oregon Coast Highway
Contract No. 7510

Peter Kiewit Sons' Company, contractor on the subject project has requested a 55-day extension of their contract time on Phases "B" and "C" based entirely on extra work covered by specific extra work orders and all done in 1972, the second season of the project.

Our completion time requirements were specified in three parts; Phase "A" required completion through the bituminous base by the end of the first season on approximately the southerly two-thirds of the project, most of which coincided with the existing alignment. The contractor met this requirement with no liquidated damages. Phase "B" required completion of all work except removal of the old bridge withing 480 calendar workdays, which means completion by the end of the second season. Phase "C" required removal of the old bridge within an additional 45 days. The project is now virtually complete and is in the winter no-count period with 44 days liquidated damages deducted on Phase "B" requirement at $300 per day, for a total of $13,200.

The contractor was actually theoretically ahead of schedule through most of the two seasons until about mid-september 1972. The 480 days allowed on Phase "B" had elapsed by October 13, 1972. The project was opened to traffic 22 days prior to that.

Several significant orders were added during the second season. These cover slide removal, replacement of inadequate culverts, reconstructing a road approach, furnishing and installing 42-inch culvert, excavate and reinstall 30-inch sunken pipe and bendng guardrail. These added orders justify extending the time.

(more)

I have granted a 44-day extension of time which will delete all liquidated damages. This was a State project.

This matter will be on the agenda for your concurrence at the March 6 meeting.

cc C. W. Head
George M. Baldwin
A. E. Johnson
C. T. Keasey
V. E. Skoog
J. H. Versteeg
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw ms

5

7510

January 31, 1973

Peter Kiewit Son's Company
P. O. Box 1777
Vancouver, Washington 98663

Gentlemen:

Your request for a time extension of 55 days on Contract No. 7510 for work on the Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 44 days is granted on Phase "B" which will delete all time liquidated damages that have accrued on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
C. T. Keasey
V. E. Skoog
J. H. Versteeg
W. E. Ikola
V. L. Gallagher

JAB:fw dpy

Head

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7510 Contractor Peter Kiewit Sons' Co.

Highway Oregon Coast

Section Brookings - Winchuck River

Kind of Work Grading, Paving & Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 44days on Phase "B" becauseof extra work orders added in second season.

Recommended for Approval:

J. X. Wilson
Division Engineer

John A.
Construction/Engineer ~~or Bridge Engineer~~

A. E. Johnson
~~Deputy~~ State Highway Engineer

Contract No. 7510
Project designation State
State-Federal
Date awarded 12-16-70
Work started 1-4-71
Per cent completed 98.11% 12-8-72
Date
a. 210 b. 480
No. of Workdays Allowed c. 525
No. of Workdays Used 524
No. of Added Workdays Requested 55

State Printing 27080

E—330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 30, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from * See Below days to .... days, within which to complete our Contract No. 7510, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See enclosed letter.

* Schedule B = from 480 days to 535 days
Schedule C = from 525 days to 580 days

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By ....
Lealon V. Cassels, Portland Area Manager

CONSENT OF SURETY

Date November 30, 1972

We, The Ætna Casualty and Surety Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact
Kenneth C. Kraig

(SEAL)

....
Resident Agent

November 30, 1972

Oregon State Highway Department
P. O. Box 1185
Brookings, Oregon 97415

Attention: Mr. Bill Ikola
Resident Engineer

Re: OSHD Contract 7510
Brookings-Winchuck
Brookings Job No. 4416
Serial Letter V-30

Gentlemen:

We herewith request a time extension of 55 calendar workdays on Sections B and C of the referenced project due to Extra Work Orders 11, 13, 15 and 16 as follows:

Period of July 17 through July 31 - 94% of the 11 days worked were on Extra Work Order No. 11 for 10 calendar work days.

Period of August 2 through August 31 - 89% of the 19 days worked were on Extra Work Order Nos. 11 and 13 for 17 calendar work days.

Period of September 1 through October 6 - 23% of the 29 days worked were on Extra Work Order Nos. 11, 13 and 15 for 6 calendar work days.

Period October 8 through October 27 - 14% of the 17 days were worked on Extra Work Order Nos. 11, 13, 15 and 16 for 2 calendar work days.

Period October 28 through November 29 - 73% of the 27 days were worked on Extra Work Order Nos. 11, 13, 15 and 16 for 20 calendarwork days.

Yours very truly,

PETER KIEWIT SONS' CO.

Lealon V. Cassels
Lealon V. Cassels
Portland Area Manager

LVC:gn
Enc.

cc: Proj. Eng. (3)
Job
File

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1973

RECEIVED
STATE HWY ENGR
JAN 29 '73
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

SUBJECT: Brookings-Winchuck River Section
Contract No. 7510
Request for Time Extension

To: A. E. Johnson
Deputy State Highway Engineer

FROM: John A. Bond

John A. Bond
Construction Administration Engineer

Peter Kiewit Sons' Company requests a 55-day extension of their contract time on Phases "B" and "C" of the subject project. The request is based entirely on extra work covered by specific extra work orders and all done in 1972 which was the second season of the project. Our completion time requirements were specified in three parts; Part "A" required completion up through the bituminous base by the end of the first season on approximately the southerly two-thirds of the project, most of which coincided with the existing alignment. The contractor met this requirement with no liquidated damages. Phase "B" required completion of all work except removal of the old bridge within 480 calendar workdays which meant completion by the end of the second season. Phase "C" required removal of the old bridge within an additional 45 days. The project is now virtually complete and is in the winter no count period with 44 days liquidated damages deducted on the Phase "B" requirement at $300 per day for a total of $13,200.

The contractor was actually theoretically ahead of schedule through most of the two seasons up until about mid-September of 1972. The 480 days allowed on Phase "B" had elapsed by October 13, 1972. The project was opened to traffic 22 days prior to that. Several significant orders were added during the second season. These include:

Date	Order	Description	Amount
4-24-72	EW 11	Slide Removal, Inlay, etc.	$44,500.00
6-23-72	EW 13	Replace Inadequate Culverts, etc.	13,300.00
8-22-72	EW 14	Remove Curb; Constr. Road Approach	3,450.00
9-6-72	EW 15	Furnish & Install 42-inch Culvert	15,800.00
11-9-72	EW 16	Excavate & Reinstall 30-inch Sunken Pipe	17,250.00
11-13-72	PA 13	Bend Guard Rail	495.77

A. E. JOHNSON

SP*52475-734

The Resident Engineer has made a detailed analysis of the contractor's effort on extra work after July 17, 1972. He comes up with a possible 64 days delay due to these extra orders. We believe these show good justification for extending the time and recommend a 44-day extension on Phase "B" which will delete all liquidated damages. This was a State project.

Rough draft letters to the Highway Commission and to the contractore are attached.

JAB:fw
Attach.
cc V. L. Gallagher

FORM [illegible]

7510

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE: January 29, 1973

SUBJECT:

To: R. L. Schroeder
Asst. State Highway Engineer

B U I L D I N G

7510

L. E. George

FROM:
L. E. George
Traffic Engineer

SUBJECT: Traffic Investigation
Oregon Coast Highway
South of Brookings

Attached is a copy of the Region's report on an investigation of three intersections on the newly constructed section of US101 south of Brookings.

In reviewing the report and the data presented, it is the tendency of this office to concur in the Region's recommendations that nothing be done at any of the intersections at this time. As a somewhat palative measure and because sideroad traffic volumes are relatively high, it is recommended that a flashing beacon be installed at the South Bank Road. This installation, which is estimated to cost $2,000, would mark the intersection -- especially for southbound traffic which has just left the confined speed zones in the City of Brookings and which tend to accelerate as they hit the new section of highway.

VPJ:sv

NOTED
R. L. SCHROEDER

Attachment

RECEIVED
JAN 29 1973
Office of
Assistant State Highway Engineer

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 17, 1973

To: MEMO TO THE FILE

SUBJECT: Interim Report
Speed Zone Investigation
Oregon Coast Highway No. 9
Brookings-Harbor Vicinity

This report is a result of Glen Clarks "Memo to the File" dated September 15, 1972, concerning a meeting with the Brookings Chamber of Commerce. Among other things discussed was the speed zone situation on the new alignment south of Brookings, which was opened to traffic September 21, 1972.

A final report and recommendation is not being made at this time, as a reinvestigation will be made during the peak of the tourist season this summer. If the results of that investigation substantiate the findings of this investigation; the recommendation will be for the existing 40 MPH zone to be replaced by a 50 MPH zone, with a possible 40 MPH transition zone westerly of the new Chetco River Bridge.

During the reinvestigation this summer, an additional speed check will be taken 300 feet northerly of N. Bank Road in order to determine if a 40 MPH transition zone is feasible. The speed checks shown on the attached map will also be retaken at that time.

No formal investigation was undertaken southeasterly of the section investigated due to the lack of roadside culture and basic rule operation should prevail. A speed check taken in this area, 0.30 mile southeasterly of Pedrioli Road, revealed an 85% speed of 56.50 MPH.

Accident data is not pertinent at this time, due to the recent reconstruction of this section, but will be included during the reinvestigation this summer.

Kipp D. Osborn
KIPP D. OSBORN
Traffic Investigator

KDO/jw
attach.
cc L. E. George
R. A. Sandmann

NOTED
R. L. SCHROEDER

RECEIVED
JAN 23 1973
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 16, 1973

SUBJECT: Traffic Conditions South of
Chetco River Bridge
Oregon Coast Highway
South of Brookings

To: Mr. R. L. Schroeder
Assistant State Highway Engineer
SALEM

As per your letter of January 11, 1973, a field investigation was made of the subject location, accompanied by Mr. Daniel H. Lewis, due to the article in the two local publications.

Mr. Lewis informed the writer that he had nine years experience with the U. S. Coast and Geodetic Survey, several years private survey experience and then after the depression, joined the Bureau of Public Roads as a chainman, and worked his way up the ranks to Resident Engineer. He stated he retired in 1963 at the age of 65 from their Portland office, now relocated to Vancouver Barricks, Washington.

Mr. Lewis pointed out two draws that cross US101 on the new alignment which he considered perfect for use as natural ground for grade separations and interchanges. One was at South Bank Road immediately south of the Chetco River Bridge and the other north of Benham Lane. Only the one at South Bank Road would be located to serve existing roadway systems. He stated he knew the ramps might have 56° curves to provide access to the grade separation roadway and US101.

Mr. Lewis then pointed out the housing (trailer courts) on the east side of US101 and the shopping center on the west. He stated that during our investigation we had no problem gaining access to US101 or crossing US101. He stated that in the summer the traffic on US101 would increase 10 or 12 times to that experienced during our investigation January 15, 1973. He stated a few of the trailer court people walk to the shopping center, but that most drive. He stated the trailer courts were doubling every two months.

He pointed out the fatality at Benham Lane (elderly lady pulled out in front of northbound vehicle) and the pedestrian fatality at Trailer Court Road (16 year old boy ran at night across 3 lanes and median and was struck by northbound vehicle in 4th lane).

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Mr. Lewis indicated a flasher ought to be installed at South Bank Road and some delineation on the guard rail on the west leg. The delineation is needed.

Attached is some recent manual turning movement counts (he suggested we get data from the California Quarantine Station) showing little pedestrian movement across US101. South Bank Road experienced 4 movements, Harbor Trailer Court Road 2, and Benham Lane none. The highway volume ranged from 10,000 on the Chetco River Bridge to 5,000 south of Benham Lane.

The 1971 ADT at the Winchuck River permanent recorder was 3,745 vehicles. The volume varied from 68% of ADT in January to 162% of ADT in August. Very light cross traffic was found at South Bank Road or Benham Lane.

Prior to the meeting with Mr. Lewis, I contacted the new Mayor of Brookings, the City Recorder and Mr. Elmer Lee, the Superintendent of Public Works in Brookings. These individuals stated that they had received no complaints or criticism since the roadway was dedicated. Mr. Lee had had prior dealings with Mr. Lewis regarding "STOP" sign locations on which Mr. Lee did not agree.

Attached is a suggested draft of a letter to Mr. Lewis.

Glen L. Clark
GLEN L. CLARK
Region Traffic Engineer

GLC/jw
attach.
cc A. E. Johnson
L. E. George
R. A. Sandmann

RECEIVED
JAN 1 8 1973
Office of
Assistant State Highway Engineer

APPROVED
By J H Versteeg
J. H. VERSTEEG
Region Engineer

RECEIV
STATE HWY
JAN 9 '73
REFER TO
FOR
Info
R/D

THE EAGLE

Published by Brookings Harbor Chapter YOUNG AMERICANS for FREEDOM

Engineer Cites Faulty Design in Chetco Bridge

By Daniel H. Lewis

U. S. Highway Engineer, Ret.

We now have the long awaited new bridge and highway over the Chetco River and it is so good to get away from that old narrow bridge. But due to the state's lack of money or poor designing we have also a hazard - even a death trap. True this highway is not a freeway or a limited access road but the speed limit should be lowered to twenty five miles per hour. When the summer traffic increases, and during the fishing season, I expect more and more crashes unless this poor design can be corrected. Even the posted speed signs may do little or nothing to relieve this situation. It seems to me that underpasses should have been included in the original design. Then the work could have been done at very little added cost compared with future design changes and more construction. At the south end of the bridge there is a gully which should have been utilized as an underpass for the South Bank Road. There is also another one further south which could have been used for underpasses to serve both the homes to the east of the road and the shopping center on

One design oversight that demands correction, and the sooner the better, is the lack of any facility for the use of pedestrians who wish to cross the road. A traffic light might be an answer but, if not that, then there must be some sort of overpass or underpass for the use of pedestrians. There are hundreds of homes on the east side whose people want to be able to get to the shopping center without risking their lives and their cars if they come out of that west off ramp and must cross traffic as well. May Heaven help them in the summer time!

The designers of the bridge incorporated sidewalks but for what purpose except perhaps sightseeing? No senior citizen carrying a bag of groceries is going to be able to make the trip on foot clear to the traffic light on Oak Street so that he or she may cross the highway in safety and then have the long trek back across the bridge and on to home. It is frightening to think of any one trying to cross that road. Even lowered speed limits cannot be the answer to that situation for there are always those who care little about speed limits.

Justice Douglas in Trouble?

from EXCLUSIVE

A coalition of Republicans and conservative Democrats in the House of Representatives, their size and strength increased somewhat by the November elections, will revive the effort to remove Associate Justice William O. Douglas from the supreme Court when the new Congress convenes in January. The anti-Douglas campaign has been dormant since a House Judiciary subcommittee two years ago concluded there were no grounds to impeach Douglas. It was New York Democrat Rep. Emanuel Celler, Chairman of the House Judiciary Committee, who managed to have the impeachment probe assigned to his committee rather than to a special six-member investigatory body. Celler then put himself in charge of the subcommittee to personally guarantee that the Associate Justice's record would be thoroughly whitewashed. Later, Celler put down efforts to reopen the investigation of Douglas and on that occasion he was aided by Rep. William McCulloch of Ohio, the ranking GOP member of the Judiciary panel.

Rep. Celler, however, was defeated in a Democrat primary in New York this year in his bid for reelection and Rep. McCulloch is retiring -- neither man, both influential in the 92nd Congress, will be around to defend Douglas in the 93rd Congress.

In addition, leaders of the anti-Douglas drive are looking to and upcoming trial in Las Vegas - involving "skimming" of gambling casino proceeds - for damaging disclosures about Douglas. The indictment in the case includes as an "overt act" the payment between 1960 and 1967 of $200,000 by the Albert Parvin Foundation to Meyer Lanksy, the infamous gangland figure who was just extradited from Israel back to the U.S. Justice Douglas was the Foundation's chairman while most of the money in question was paid out.

These aspects of the Las Vegas trail constitute "a new development" in the Douglas case, according to Louisiana Democrat Rep. Joe Waggonner (one of the leaders in the House fight to impeach the Justice). None of these questions were reviewed in Chairman Celler's "probe" into the Douglas record.

More than 100 House Members endorsed an Impeachment resolution two years ago. With the new publicity which the Las Vegas trial will bring, with Reps. Celler and McCulloch leaving Capitol Hill when the 92nd Congress dies, and with an increased conservative membership in the upcoming 93rd congress, Waggonner believes that 1973 will bring a new and possibly successful revival of the drive to impeach Justice Douglas.

RECEIVED
JAN 10 1973
Office of
[illegible] State Highway Engineer

from **Human Events**

Nixon's Ace in Viet Nam: U.S. Military Muscle

A careful examination of the current military situation in Viet Nam underscores the fact that South Vietnamese forces, aided by American air and naval power, now hold a decisive advantage—an advantage that could have been enlarged upon to achieve an obvious and overwhelming defeat for North Viet Nam.

It shows that a wider and more effective use of American air power —even though it was far short of full potential —had inflicted unacceptable damage on North Viet Nam's economy, its military structure, its logistics and supply system.

By the time the draft peace agreement was written the politico-military capability which had made North Viet Nam the decisive factor in the Viet Nam equation had been all but destroyed.

A review of the events of the past seven months shows that we held a rare initiative which is now being squandered in the shuffle of "peace" papers.

When Hanoi launched its great offensive of March 31 —the invasion of South Viet Nam— it was convinced that Saigon was ripe for conquest and Washington's resolve as an ally had all but ebbed away.

Morale was high as tens of thousands of troops already infiltrated into South Viet Nam were joined by other elements of the North Vietnamese army, which moved directly into the demilitarized zone (DMZ).

By the time battle was joined there were more than 100,000 North Vietnamese regulars in the South 12 of the nation's 13 available divisions.

They expected to split South Viet Nam apart, establish a provisional government at Kontum, in the Central Highlands, and welcome the vast majority of the southern peasantry over to their side.

The thrust across the 17th parallel was supplied by a large fleet of Russian trucks, feeding new Soviet-built heavy artillery and rocket launchers which opened the attack.

The North Vietnamese troops were "stiffened" with huge numbers of Soviet T-54 tanks (an estimated 500 to 600), tank-mounted ZSU-57 twin-gun systems, and other mobile armored equipment Moscow was eager to see combat-tested.

The North Vietnamese will to fight had been built up by a massive propaganda effort. Heavy American air strikes were expected at the *tactical* level, but in Hanoi there was optimism—born in the shameful legacy of the conduct of the air war during the Johnson Administration—that:

- President Nixon would not unleash strong air retaliation against North Viet Nam for fear of stirring up formidable anti-war sentiment in the United States.
- If he did use air power in the North it would be in the same desultory, heavily proscribed manner that in the past had left many targets unhit and many more hit only once or twice and quickly repaired.

This was Hanoi's grossest miscalculation of the war. It will remain for some future historian to sort out how much of it was a miscalculation of Nixon and how much of it was a gamble predicated on past American performance.

The American and South Vietnamese response to the invasion is now well known (see HUMAN EVENTS, July 15, 1972, page 1). The great offensive didn't merely collapse. It was smashed.

The North Vietnamese covered a lot of ground the first days of the attack, while heavy rain and dense clouds precluded air strikes against them or their lines of communication. Then hell broke loose.

By summertime Hanoi found itself on the defensive both diplomatically and militarily. And the reason had nothing to do with sentiments wafted from the carpeted floor of the U.S. Senate or table talk in Paris. The reason was military force.

For the first time in the war, American air power was being applied on a sustained basis. It was no longer the hand-wringing, tit-for-tat, "What does Washington say?" bombing of the past.

An expanded envelope of lucrative targets—factories, supply dumps, bridges, rail lines, rolling stock, warehouses, power plants, staging areas—was being attacked on a regular basis.

Although not the utter commitment of airpower it could have been, it still had a devastating effect on North Viet Nam:

1. The invading army was ripped apart. Hanoi saw 60,000 of its regulars killed and another 60,000 wounded. For an army of 250,000 it was an unacceptable loss ratio by any standards.

Air strikes knocked out 288 tanks in the first four weeks of battle, wiping out half of Hanoi's new armored force. In subsequent weeks between 80 and 90 per cent of North Vietnamese tracked vehicles operating in the South were destroyed or damaged and abandoned. The Pentagon estimates aerial bombing and strafing accounted for 70 per cent of the vehicle losses.

The offensive thrust on the ground quickly became disorganized and deteriorated into isolated unit actions (which still continue) because air strikes, particularly B-52 carpet bombing, sometimes wiped out entire units.

In one instance, an entire North Vietnamese regiment, caught in the open near An Loc, was destroyed within seconds by B-52 bombs. The 1,400 men apparently never knew they were under attack until the first explosions began "walking" through their area.

2. On May 8, Navy planes quickly sealed off Haiphong and six other North Vietnamese harbors with mines. Eighty per cent of Hanoi's war material had been coming in by sea, and 90 per cent of this flow landed at the highly mechanized Haiphong docks.

This almost complete choke-off of sea supply has continued to cause profound material and morale problems for Hanoi's armed forces and its civilian population.

Rationing increased. Black marketing soared. Use of ammunition—for artillery in the South and for anti-aircraft guns in the North—has been severely restricted ever since. American pilots flying over Hanoi and the Red River area noticed almost immediately that defenders were firing far fewer SA-2 Guideline missiles, most of which had been coming in on Soviet ships.

In a desperate effort to circumvent the blockade during the past six months, the North Vietnamese have lost 1,800 shallow draft "lighters," many of them sunk from the air as they attempted to run supplies in from ships anchored beyond the minefields.

3. North Viet Nam's interior communication and supply system—vital to its reprovisioning and troop re-garrisoning in South Viet Nam—have been shattered.

An estimated 75 per cent of all war material— fuel, food, ammunition—headed south is destroyed before it reaches its destination. The remaining 25 per cent, brought through with amazing ingenuity, comes nonetheless in driblets too small and upredictable to fuel a sustained offensive drive in the South.

Some material has trouble even getting headed south because the rail system has been left a shambles. More than 75 railroad bridges, including every major one in the country, have been destroyed or so heavily damaged as to be ineffective.

Loss of these bridges, like the Lang Giai, the Bac Giang, the Hai Dyong and the famous Thanh Hoa, is one of the chief reasons why the four major north-south rail lines leading out of China are so badly cut as to be about 80 per cent ineffective.

In addition, thousands of railroad cars have been destroyed or damaged, many of them caught out in the open, laden with supplies, while repairs were being made on the tracks ahead.

This has placed major supply burdens on Hanoi's fleet of Russian trucks. Widely dispersed, well camouflaged by day and running only at night, they have always been one of the most difficult targets (which is why theater commanders have long desired to mine the harbors before thousands of them were offloaded from Russian freighters).

Nevertheless, in the past six months North Viet Nam has had between 10 and 15 per cent of its truck inventory destroyed.

Other bombing targets have been hit more or less regularly, further reducing the North Vietnamese capacity to wage an all-out offensive war. The country's petroleum supply system has been badly dislocated. Virtually all fixed petroleum installations, such as the big tank farms in the Hanoi-Haiphong area, have been destroyed.

The remaining 80 per cent of petroleum supplies is now widely dispersed, some of it stored in drums on the off-limits dike system or in the underground storage tanks built in recent years, which are almost invulnerable.

But it must be noted that continued air strikes in the panhandle area had until recently created grave logistical problems for the North Vietnamese in moving adequate amounts of this fuel to needed locations.

Numerous warehouses, vehicle repair factories and military parks (for artillery, missiles, trucks, etc.) have also been attacked. Circumvention of this action has been achieved either by dispersal or the moving of these installations into schools and hospitals or the centers of villages.

In fact, North Viet Nam's chief defense against the renewed air war has been its dependence upon American circumspection in trying to avoid civilian targets. They have painted hospital markings on factories and supply dumps and taken over known school buildings for military use.

Beyond these more salient aspects of North Viet Nam's deteriorating position are the more difficult-to-assess manifestations. Captured enemy documents dwell on morale problems. Defections are high. Some units have broken and run in battle.

The impact of the tremendous numbers of war dead in the South has had a sharp effect on the morale of civilians who have been told time and again by their government that great victories are being won in the South.

Yet, for all the dead and wounded, not a single provincial capital has been taken and held; no significant war material has been captured. There is no good news from the front.

And little frictions are developing, with the Russians, for instance, and with Chinese "advisers" and construction troops. These arise from "natural" ethnic animosity that no amount of "Socialist solidarity" can overcome. "Solidarity" has become

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Jan 18

Salem, Oregon
January 11, 1973

SUBJECT: Traffic Conditions in Vicinity of Chetco River Bridge - US101

To: Mr. J. H. Versteeg
Regional Engineer
Roseburg

Attached is a copy of *The Eagle* containing an article in regard to possible faulty design in the Chetco River Bridge project. Also attached is a copy of the *Curry County Reporter* which reproduced this article.

Would you please conduct an immediate investigation of the conditions outlined in the article and give me your recommendations concerning possible corrections if any are required.

In the course of the investigation please contact the author, Mr. Daniel H. Lewis.

Mr. Klaboe has requested that this study be expedited.

R. L. Schroeder
Assistant State Highway Engineer

RLS:ajw
Attachments

cc F. B. Klaboe
L. E. George

7510

4758

FILED
JAN 22 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
1-23-73 Ks

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 18, 1973

Kaiser Cement & Gypsum Corporation
5973 East Marginal Way South
Seattle, Washington 98134

Gentlemen:

This is in reply to your letter of January 11, 1973, advising us that Peter Kiewit Sons' Company owes you $11,604.24 for materials.

This appears to be in reference to the Peter Kiewit Sons' Company Contract No. 7310 for work on the Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County.

The Aetna Casualty and Surety Company, 1201 S.W. 12th, Portland, Oregon 97205, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please inform us when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

cc The Aetna Casualty and Surety Co.
1201 S. W. 12th
Portland, Oregon 97205

Peter Kiewit Sons' Company
213 South "V" Street
Vancouver, Washington 98663

R [illegible] JAN [illegible] 1973
STATE [illegible]

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

KAISER CEMENT & GYPSUM CORPORATION

5975 East Marginal Way South
Seattle, Washington 98134

January 11, 1973

REGISTERED MAIL -
RETURN RECEIPT

Oregon State Highway Department
Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Kaiser Cement & Gypsum Corporation, has a claim for materials (i.e., cement) furnished by this corporation in the sum of $11,604.24 against the bond taken from Peter Kiewit Sons' Co., as principal, and Aetna Casualty & Surety Company, as surety, for the work of grading, paving and structure in the Brookings-Winchuck River Section of the Oregon Coast Highway (i.e., Contract No. 7510).

Yours very truly,

KAISER CEMENT & GYPSUM CORPORATION

By

Title: Northwest Regional Credit Manager

cc: Peter Kiewit Sons' Co.
215 So. "V" Street
Vancouver, Washington 98663

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, Nebraska 68131

Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

RECEIVED
JAN 17 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

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OREGON STATE
HIGHWAY DIVISION

7510

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 2, 1973

U. S. Coast Guard
Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
A. E. JOHNSON

Dear Sir:

Brookings-Winchuck River Section
Oregon Coast Highway
Contract 7510
Structure Completion Date
Coast Guard Permit 99-70

In accord with my letter of December 7, 1972, I enclose reports of the underwater inspection and clean-up at the Chetco River Bridge on the Oregon Coast Highway following completion of construction of the new structure. As indicated in the attachments the removal of obstructions was completed on November 22, 1972, and all work was completed in accord with Coast Guard Permit No. 99-70.

The new structure was completed on November 16, 1972, permanent navigation lighting placed in operation on September 22, 1972, and all falsework and obstructions removed on November 22, 1972.

I believe the above satisfies our permit obligations. Please advise if additional information is required.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.
cc A. E. Johnson
Ed Hardt
J. X. Wilson
W. Ikola

RECEIVED
JAN 3 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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DEC 14 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

7510

December 7, 1972

Commander (oan)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Gentlemen:

Brookings-Winchuck River Section
Oregon Coast Highway
Contract 7510
Falsework Status - Final Report

Enclosed is the monthly falsework status report for the Chetco River Bridge on the Oregon Coast Highway.

All falsework obstructions and navigation restrictions were removed as of November 22, 1972. As mentioned in a previous letter the waste fill which was the subject of past controversies has been removed.

A visual inspection of the river bottom was made from a boat during a clear water period and no debris was located. After the old bridge piers were removed divers were sent down to inspect the area of the old structure and found no debris. A field report concerning river bottom inspection will be sent to you at a later date.

This is the final falsework status report. You will be notified of the official completion date for the entire project.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encl.
cc ~~A. E. Johnson~~
A. A. Rear

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DEC 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 30, 1972

TO Mr. J. H. Versteeg
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Request for Time Extension
Brookings-Winchuck River Section
Curry County
Contract 7510

NOTED
A. E. [illegible]

We are returning the Contractor's Request for Extension of Contract Time on this project. The number of days shown on this request has been justified, but is insufficient to cover the total overrun of calendar work days that will exist at the completion of all work on this project. It is our understanding that all of the contract work on this project, with minor exceptions, has been completed, that traffic has been routed over the new structure since September 21, 1972, and that at this time the major portion of the Contractor's activities are concerned with the completion of extra work. On this basis, it would appear that justification of additional days to December 1, 1972, could be made. No more days would be charged to the project until next March.

Please have the Contractor resubmit the Request for Extension of Contract Time showing sufficient days to cover the overrun to December 1, 1972. In this way submittal of a second request at a later date will not be required. If the Contractor submits this request before the December contract estimate is made, the retention of liquidated damages from the monthly estimate will not be required.

JD:dh
Attachment

cc A. E. Johnson
V. L. Gallagher

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OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

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NOTED
A. E. JOHNSON

November 20, 1972

U. S. Coast Guard
Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Attention A. C. Pearce
Chief, Operations Division

Dear Sir:

Chetco River Bridge
Oregon Coast Highway
Contract 7510
Your Serial Letter No. 732
Earth Fill

My letter of October 31, 1972, indicated that the existing fill on the south bank of the Chetco River upstream from the newly constructed highway bridge would be removed within a month. The fill has now been removed and the remaining slope dressed, mulched, and seeded.

The attached letter from the Bureau of Sport Fisheries and Wildlife indicates they have inspected the removal work and are satisfied with the results.

If you require any additional information in order to close this matter, please do not hesitate to call this office.

Very truly yours,

George M. Baldwin
Administrator of Highways
By
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag

Attachs.
cc ~~A. E. Johnson~~
~~A. A. Rear~~
J. Versteeg
W. Ikola

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NOV 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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NOV 1 - 1972

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7510

October 31, 1972

U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
A. E. JOHNSON

Attention Captain A. C. Pearce
Chief, Operations Division

Gentlemen:

Chetco River Bridge
Oregon Coast Highway
Contract 7510
Earth Fill
Your Serial Letter 732

Your letter of October 24, 1972, requests information regarding the disposition of an existing fill on the south bank of the Chetco River upstream from the newly constructed highway bridge.

In accord with Mr. A. E. Johnson's letter of December 7, 1971, the fill will be removed from the waterway. Such removal is agreeable with Mr. Stroebele of the Bureau of Sport Fisheries and Wildlife and when the work is completed he will write a letter stating that the fill has been removed to his satisfaction.

It is anticipated that removal work will be completed within a month.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE:dh

cc A. E. Johnson /w/ attach.
A. A. Rear /w/ attach.
J. H. Versteeg /w/ attach.
W. E. Ikola /w/ attach.
Mr. Stroebele

RECEIVED
OCT 31 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Ser 732
24 Oct 1972

Oregon State Highway Division
Attn: Mr. R. W. Ellison
Bridge Administration Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

This is in answer to your telephone call of 19 October concerning an existing fill on the south bank of the Chetco River, upstream from the newly-constructed highway bridge.

A falsework permit was requested by your contractor, Peter Kiewit Sons' Co., for construction of the new Chetco River highway bridge at Mile 0.7. The proposed falsework plan was submitted to various Federal and State agencies for comments concerning their responsibilities. Several agencies objected to the proposal until such time as specific stipulations were agreed to. These objections were forwarded to you for resolution and/or compliance. Inasmuch as all the objections have not been overcome, particularly those concerning the environment, no permit has been granted to construct the falsework.

Since no permit has been granted, the falsework structure and work in the navigable waters of the U. S. associated with the bridge construction are considered illegal. The fill you are concerned with is a part of that work.

Please advise your intentions with respect to the fill so that the environmental objections may be resolved.

Sincerely,

A. C. Pearce

A. C. PEARCE
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

NOTED
R. W. ELLISON

RECEIVED
OCT 27 1972
BRIDGE DIVISION

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OCT 2 - 1972

FOR FILING

7510

September 29, 1972

Commander (oan)
U.S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Brookings-Winchuck River Section
Oregon Coast Highway
Curry County
Chetco River Bridge Navigation Lights

In accord with the requirements of your letter dated July 27, 1970, notice is hereby given that the navigation lights for the subject structure were placed in operation on September 22, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
R. W. Bothman
W. Ikola
A. A. Rear
R. J. Wright

RWB:ag ja

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

7510

September 25, 1972

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9-4-72

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STATE HWY ENGR
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Cary
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FOR
Info
Inves
R/D
D/R
Sign
Act
File

Mr. J.X. Wilson
Region Construction Engineer
Oregon State Highway Division
Region 3
P.O. Box 1128
Roseburg, Oregon 97470

WQC - Chetco River
(Old Chetco River Bridge Removal)

Dear Mr. Wilson:

This Department has reviewed the proposed plan for demolition and removal of the Old Chetco River Bridge, Brookings, during the period September 27, 1972 and October 15, 1972. The proposed removal plan appears to be the best procedures that can be applied to this project and is herewith approved by the Department of Environmental Quality.

NOTED: F. B. KLABOE

Some of the proposed activities may result in short term violations of water quality standards of the Chetco River. This letter is your authorization to conduct the bridge removal operation as presented in your letter of September 13, 1972 with an exemption from complying with established water quality standards during the period of September 27, 1972 to October 15, 1972 unless it is later determined by the Department that the operation is being poorly conducted and unnecessarily affects water quality in the Chetco River.

Sincerely,

Original Signed By
L. B. Day

L. B. Day
Director

SEP 27 1972

A. E. JOHNSON

10-3-72
REFERRED TO
Johnson

JRS:vt

cc Roseburg District Office
cc Oregon State Game Commission, Region II
cc City of Brookings
cc Curry County Health Dept.
cc W.G. Mullarkey, Fish Commission
P.O. Box 1182, Brookings 97415
cc State Highway Division, Salem

RECEIVED
SEP 29 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
SEP 2 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 20 1972

~~FOR FILING~~

5

7510

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1972

SUBJECT: Brookings-Winchuck River Section
Oregon Coast Highway
Hanscam Drainage Complaint

To: D. H. Moehring
Right of Way Engineer

FROM: C T Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

The drainage under the old highway from the Hanscam property, located at the intersection of the South Bank Road, has been inadequate for a number of years, resulting in flooding of the buildings and the roadway.

The construction of the subject project has resulted in some additional drainage water being diverted to this location, and it is necessary to install an additional culvert under the old highway and across Port of Brookings property to handle the increased runoff during intense storms.

Attached are sketch maps, correspondence, and deed references necessary for preparation of easements required to accomplish this work.

Please proceed with the necessary easement acquisitions.

RECEIVED
SEP 19 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CTK:fw
Attachments
cc: A. E. Johnson
J. H. Versteeg

RECEIVED
SEP 19 1972
FOR FILING

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 13, 1972

NOTED
A. E. JOHNSON

To: MEMO TO THE FILE

SUBJECT: Old Chetco River Bridge Removal
Brookings-Winchuck River Sec.
Contract No. 7510

In accordance with a request from the Bridge Office, I held a meeting at the job site to formulate a procedure and timetable for removal of the old Chetco River Bridge. Those in attendance were as follows:

A. G. Riikula, District Aquatic Biologist, Game Commission
W. G. Mullarkey, Aquatic Biologist, Fish Commission
W. D. Hitt, General Superintendent, Peter Kiewit Sons' Co.
W. R. Kimble, Project Superintendent, Peter Kiewit Sons' Co.
W. E. Ikola, Resident Engineer, Oregon State Highway Division
J. X. Wilson, Region Construction Engineer, Oregon State Highway Div.

All other interested agencies were contacted and none other than the Fish and Game Commissions wished to have a representative attend.

The removal procedure to be followed is generally the same as presented by the contractor and transmitted to the Bridge Office with my letter dated June 29, 1972, a copy of which is attached. Schedule agreed upon is as follows:

Sept. 1	Open new structure to traffic.
Sept. 21 to 27	Construct new connection to old highway at north end.
Sept. 27-Oct. 4	Remove deck from Span 2.
Oct. 5	Remove Span 2.
Oct. 5-Oct. 10	Remove deck from Span 3.
Oct. 11	Remove Span 3.
Oct. 14-Oct. 15	Shoot and remove Pier 3.

RECEIVED
SEP 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

The above work will clear the channel area and thus conflicts with fisheries. The remaining span and piers will be removed and demolished as expeditiously as practicable. This schedule is set up on the basis of a deadline for work in the channel area being October 15, 1972.

The contractor has agreed to put in extra shifts as required to meet the established schedule with the understanding that if he does not complete by the deadline, he probably will not be allowed any further activity in the river until next year.

In addition to the above, the contractor will supply flagging by boat or otherwise as required and will seek the assistance of the local Coast Guard unit. He will also secure the special blasting permit required by the Fish Commission.

We intend to proceed with removal of the old structure in accordance with this agreed upon program.

J. X. Wilson

J. X. WILSON
Region Construction Engineer

JXW/cw

cc A. E. Johnson ✓
W. J. Hart
W. E. Ikola
A. G. Riikula
W. G. Mullarkey
W. D. Hitt
W. R. Kimble
James Sheetz
T. E. Kruse
Corps of Engineers
Ed Shields, U.S.C.G.
Kenneth W. Cochrun

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE: OMAHA, NEBR. 68131
1000 KIEWIT PLAZA

ADDRESS REPLY TO:
P.O. Box 2484,
Harbor, Oregon 97415

June 21, 1972

RECEIVED
JUN 26 1972
RESIDENT ENGINEER

Oregon State Highway Department
P.O. Box 1185,
Brookings, Oregon 97415

Attention: Mr. Bill Ikola
Resident Engineer

Re: OSHD Contract 7510
Brookings-Winchuck
Brookings, Job 4416
Serial Letter J-31
Bridge Removal

Gentlemen:

As per your request, we are submitting the following steps we intend to follow in removing the old Chetco River bridge.

Step 1: Drill the necessary holes in each pier to an elevation two feet below existing stream bed for blasting. (refer to detail #1)

Step 2: Removing all deck structure concrete by breaking out concrete over floor beams, cutting stringers and lowering the approximately 20' X 20' section onto barge. (Refer to detail #2)

Step 3: Float both the center span and east span to the bank for dismantle and disposal.

Step 4: Removing the west span by either of these two alternatives:
  a) Dropping the span onto the existing sand bar with subsequent dismantle and disposal.
  b) Excavating a channel sufficient to allow floating the span to the east bank for dismantle and disposal.

Step 5: Blasting each of the center piers with subsequent removal of debris by a barge mounted clam bucket.

Very Truly Yours,

PETER KIEWIT SONS' CO.

Wallis R. Kimble

W. R. Kimble
Superintendent

encs.

WRK/jdv
cc: Res. Eng. (3)
Vancouver
File

RECEIVED
AUG 26 1972

FOR FILING

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7510

cy Baldwin
[illegible]
Johnson
8-23

RECEIVED
STATE HWY ENGR
AUG 23 '72
REFER TO
FOR

.PRMCQM

CON LRW PER CCQ RSB 163 8-23-72 11-45 AM

C T KEASEY

~~CC~~ ADMINISTRATION
BRIDGE DIVISION
SAFETY
R A SANDMANN

NOTED
TOM EDWARDS

A FLAGMAN EMPLOYED BY PETER KIEWIT SONS CO WAS KILLED BY A MOTORIST AT 6-45 PM AUGUST 22, 1972. THE ACCIDENT OCCURRED NEAR MP 361.7 ON THE OREGON COAST HIGHWAY. THE FLAGMAN WAS WORKING ON CONTRACT NO 7510, THE BROOKINGS-WINCHUCK RIVER SECTION. THE EMPLOYEE WAS CHANGING TRAFFIC CONTROL SIGNS AND PICKING UP CONES AT THE TIME OF THE ACCIDENT. THERE ARE NO KNOWN WITNESSES TO THE ACCIDENT, THE RESIDENT ENGINEER WILL SUBMIT A DETAILED REPORT.

J H VERSTEEG

CW$\frac{1}{5}\frac{7}{8}$.$\frac{3}{4}$4.04.$\frac{1}{8}$1.

NOTED
TOM EDWARDS

RECEIVED
JUL 14 1972
FOR FILING
7510

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 10, 1972

TO Memorandum to the File

FROM
R. W. Ellison
Bridge Administration Engineer

SUBJECT
Brookings-Winchuck River Section
Oregon Coast Highway
Contract 7510
Removal of Old Structure

NOTED
A. E. JOHNSON

I contacted Mr. Ed Shields of the Coast Guard's office in Seattle this date relative to an on-site meeting regarding removal of the old structure for the subject project.

He informed me he is not interested in attending or sending a representative to such a meeting. He assumes we will maintain water quality in accord with local regulations and requirements (Department of Environmental Quality, Fish Commission, etc.) and unless he receives a complaint from navigational interests or the public regarding same he would really have no reason to visit the job site.

Upon completion of the project he will require a letter of certification stating that the project including removal of the old structure has been completed in accord with Coast Guard requirements, Oregon State Highway Division specifications, and the interests of the Water Quality Agencies.

I informed Mr. J. X. Wilson of the above by telephone this date. He will set up a meeting with other interested agencies regarding removal of the old structure and inform this office of the date of same.

RWE/ag

cc A. E. Johnson
J. Versteeg
V. Shull
A. A. Rear

RECEIVED
JUL 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JUL 1 1972

FOR FILING

7510

S

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 10, 1972

TO J. Versteeg
Region 3 Attention J. X. Wilson

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Brookings-Winchuck River Section
Oregon Coast Hwy.
Contract 7510
Removal of Old Structure

NOTED
A. E. JOHNSON

Your letter of June 29, 1972, requests an indication of a proposed procedure regarding removal of the old structure.

As I discussed with you by phone this date, a meeting with agencies interested in water quality relative to removal of the old structure appears to be the best route to take. The Oregon State Fish Commission, Oregon State Game Commission, the Department of Environmental Quality's Water Quality Section, and other similar agencies should be included.

I have contacted the Coast Guard regarding such a meeting and they are not interested in attending (see memorandum to the files attached).

At this meeting all tentative procedures for the removal of the structure should be presented and discussed and a method satisfactory to all evolved. Please initiate such a meeting and advise this office of the date of same.

RWE/ag

cc A. E. Johnson
A. A. Rear
V. Shull

RECEIVED
JUL 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7/5
OC w.E. Ikola

J. H. Versteeg - Reg. Engr. 5

File No. 6308

5-22-72

CC: Ikola
sent 6-5-72 OW

REPORT OF TRIAL

R- 43862
1-2-3-4-5

Date of Trial: May 31 - June 1, 1972 To be Reported to Commission: 6-27-72

Defendants: Edward Wilson Freeman County: Curry

Section: Brookings - Winchuck River Highway: Oregon Coast

Date Complaint Filed: September 24, 1970 Judge: John C. Warden

State's Attorney: Leslie B. Hampton Defendant's Attorney: Fred Starkweather

DEFENDANT'S ENTIRE PROPERTY:

Area: 62.27 acres West of 101 Use: Farm land - potential subdivision

Improvements: Set of dairy farm buildings.

Location of Property: About 4 mi. South of Harbor- 3/4 mi. North of Winchuck River.

Effect of Taking on Remaining Property: The new construction accumulates added water, greatly accelerates the flow and discharges the increased water onto defendants

PROPERTY ACQUIRED:

Tillable Irrigated Land: Tillable Non-irrigated Land:

Non-tillable Land: Urban or Industrial property (including homesites): 0.10 ac.

Improvements Taken: None

Purpose of Taking. Right of Way Excess land taken: None

NOTED
A. E. JOHNSON

ACCESS CONTROL:

( )Entire taking ( )Complete Restriction of Access (X)Access controlled ( )Access not controlled

Frontage road provisions. ( )None ( )Future ( )Present

Access allowed as follows: These are the same accesses set by a prior taking.

Station	Width	Side of Highway	Use	To be constructed by

JUL 1 0 REC'D
aEJ
NOTED
E. S. HUNTER
JW

APPRAISALS: 6-7-8-9-10-11-12-13-14-15-16-17

Name	Amount
* Cap C. Vandagrift	$5,900
* Fred Marineau	$6,350

REVIEW APPRAISER: Neil Flanagan Date: 5/22/72 Amount: $ 350.00
Name 18-19-20-21-22-23

Highest Amount of Settlement Recommended: $7,500 By: Leslie B. Hampton

AMOUNT OF LEGAL OFFER PRIOR TO FILING COMPLAINT: $ 175
24-25-26-27-28-29

Value alleged in Complaint: $ 175
30-31-32-33-34-35

Demand of Defendants: Answer: $ 15,500 Lowest Demand: $9,000 at trial time.
36-37-38-39-40-41

Defendants: Edward Wilson Freeman

Section: Brookings - Winchuck River **Highway:** Oregon Coast

Date Complaint Filed: September 24, 1970 **Judge:** John C. Warden

State's Attorney: Leslie B. Hampton **Defendant's Attorney:** Fred Starkweather

DEFENDANT'S ENTIRE PROPERTY:

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Tillable Irrigated Land: **Tillable Non-irrigated Land:**

Non-tillable Land: **Urban or Industrial property (including homesites):** 0.10 ac.

Improvements Taken: None

Purpose of Taking. Right of Way **Excess land taken:** None

NOTED
A. E. JOHNSON

ACCESS CONTROL:

( )Entire taking ( )Complete Restriction of Access (X)Access controlled ( )Access not controlled

Frontage road provisions. ( )None ( )Future ( )Present

Access allowed as follows: These are the same accesses set by a prior taking.

Station	Width	Side of Highway	Use	To be constructed by

JUL 1 0 Rec'd
aej
NOTED
E. S. HUNTER
J W

APPRAISALS: 6-7-8-9-10-11-12-13-14-15-16-17

Name	Amount
* Cap C. Vandagrift	$5,900
* Fred Marineau	$6,350

REVIEW APPRAISER: Neil Flanagan (Name) **Date:** 5/22/72 **Amount:** $ 350.00
18-19-20-21-22-23

Highest Amount of Settlement Recommended: $7,500 **By:** Leslie B. Hampton

AMOUNT OF LEGAL OFFER PRIOR TO FILING COMPLAINT: $ 175
24-25-26-27-28-29

Value alleged in Complaint: $ 175
30-31-32-33-34-35

Demand of Defendants: **Answer:** $ 15,500 **Lowest Demand:** $9,000 at trial time.
36-37-38-39-40-41

Value Witnesses for State: 42-43-44-45-46-47-48-49-50-51-52-53

Name	Amount
Cap C. Vandagrift	$3,500
Fred Marineau	$4,350

Copies
D. Wolfe
F. Hall
7-15-72

cy: Hunter
Keasey
7-14-72

* The original appraisals were based on no damages to the remainder before we became aware of the serious water discharge problem affecting the remaining property.

Value Witnesses for Defendants: 54-55-56-57-58-59-60-61-62-63-64-65

Name	Amount
Charles Dowell	15,500
Mr. Hogan	12 700
Edward Freeman	15,000

Amount of Verdict or Judgment: $ 8,800 66-67-68-69-70-71 **Amount of Interest:** $ Not computed 72-73-74-75-76-77

Land: $350 **Buildings:** **Damages:** $8,450

Attorneys' Fees: $ not set **Court Costs:** $ not set **Possession Date:** 1/12/72

Explain any variance from terms and obligations of complaint. In narrative form explain any variance between State's high testimony; review appraiser's findings; and testimony of the defendants. In cases where verdict substantially exceeds the review appraisal, your opinion as to the cause for the increase. Recommendations concerning appeal or new trial. (If space insufficient use additional page.)

(See attached report.)

/s/ Leslie B. Hampton

Signature

/s/ L. I. Lindas

cc: File
Mr. G. E. Rohde
Mr. L. B. Hampton

Name	**Amount**
Charles Dowell	15,500
Mr. Hogan	12 700
Edward Freeman	15,000

Amount of Verdict or Judgment: $ 8,800 66-67-68-69-70-71 **Amount of Interest:** $ Not computed 72-73-74-75-76-77

Land: $350 **Buildings:** **Damages:** $8,450

Attorneys' Fees: $ not set **Court Costs:** $ not set **Possession Date:** 1/12/72

Explain any variance from terms and obligations of complaint. In narrative form explain any variance between State's high testimony; review appraiser's findings; and testimony of the defendants. In cases where verdict substantially exceeds the review appraisal, your opinion as to the cause for the increase. Recommendations concerning appeal or new trial. (If space insufficient use additional page.)

(See attached report.)

/s/ Leslie B. Hampton

Signature

/s/ L. I. Lindas

Concurrence of Chief Legal Counsel in State's high testimony and action of State in not moving for a new trial or prosecuting an appeal where legally feasible.

cc: File
Mr. G. E. Rohde
Mr. L. B. Hampton
Mr. W. H. Haskin
Mr. E. F. Saling
Bureau of Public Roads
Division Engineer
Right of Way Supervisor (2)

MEMORANDUM

State vs. Freeman (L-6308)

I took over this case about 4-5 days prior to trial to resolve a conflict in Mr. Howe's trial schedule.

This case has been a problem from its inception. The taking was originally appraised at $175.00 and was optioned at $700.00. Neither the State or the owner was aware of a substantial water problem occasioned by our construction. The owner was in the process of installing a 10-inch tile across a portion of his property in the natural drain-way. About this time, during normal rainfall, a 12-inch culvert located at a farm crossing approximately halfway across the subject property, overflowed. Thereafter, the owner refused to sign a deed until the water problem was resolved.

Engineer Richard Lenz investigated the water problem and reported on May 25, 1971 that we were definitely changing the drainage pattern, was accumulating more water and reducing the concentration time resulting in a faster run-off.

The division III right-of-way and engineering staff came up with a cost of cure estimate on subject with three alternatives. Alternative one and two involved work within our right-of-way to divert all the water to another drainage channel. Alternative three provided for an 18-inch culvert from the highway right-of way, 275 feet westerly to the natural drainway across the subject property and also included the cost of providing 24-inch drain tile from the northerly property line southerly to a farm crossing located about one half way across the subject property. The rationale was that since the owner would have excavated to put in his 10-inch tile, it was fair that he stand the cost of excavation for installing the 24-inch pipe.

Our estimate was not realistic in that it failed to consider the fact that the southerly half of defendants' property was also effected by an increased accelerated flow of water during periods of peak run-off.

Mr. Vandagrift and Mr. Marineau incorporated the cost of cure into revised appraisal reports in the amount of $5,900 and $6,350, respectively. The appraisal review was also unrealistic in that it reviewed out the cost of cure and adopted $350 as total compensation. The owner submitted two bids from contractors to tile his property with 18-inch and 24-inch tile. The bids were $8,407 and $8,450. The owner's claim was rejected offhand on the theory that the owner would receive a betterment if the tiling work was done.

During all of this time, Don Howe and Jack Sollis were both advised verbally that the increased quantity and flow of water was not substantial. However, during the day or two prior to trial, Mr. Dick Lenz mathematically calculated the water runoff based on a ten-year rainfall cycle from the Brookings Weather Station. As a result of the construction, our two-lanes were widened two four-lanes, resulting in a 50 percent larger paved area, plus 200-feet of added pavement that formerly drained to the north. We also constructed 1.3 acres of cut slopes compared to minor slopes on the before situation. Mr. Lenz's calculations and testimony was that on the before situation, during a peak run-off period, 3.2 cubic feet per second would be discharged onto the subject property and using the same criteria after the taking, 12.7 cubic feet per second would be discharged thus, the discharge was at a rate four times greater than the before discharge.

It was necessary to junk the appraisals and start over again. The appraisers formulated an opinion as to the effect on the market value of the subject property if no corrections were made in the drainage pattern. As a cross-check, they calculated the difference between the cost of installing an 18-inch - 24-inch culvert line through the defendant's property and the cost of installing a similar 10-inch-12-inch culvert tile through the property. Resident engineers Mr. Vern Shull and Mr. William Ikola were very helpful in supplying the cost figures. Our apprasiers testified to $3,500 and $4,350 as just compensation for the taking.

As noted above, the defendant's testimony ranged from $12,700 to $15,500. The jury simply would not believe our case. Mr. Lenz made a very good witness and I am sure the jury believed him. Unfortunately, his run-off figures made a substantial basis for the defendants' case as well as our own. Mr. Vandagrift and Mr. Marineau did a reasonably good job on the witness stand. Objectively, they presented their testimony better than the witnesses for the defendants. However, we could not overcome the physical facts.

There was considerable rain during the winter of 1971-72 including a very heavy rain in March. As a result of those rains, there was substantial erosion on the drainage way across the defendants' property. Our own drainage system plugged up and diverted all of the water which would normally discharge on the northerly end of the subject property into a channel at the southerly end of the subject property. Our culvert pipes become almost half full of gravel and silt. Moreover, we deposited light crushed rock onto the defendants' property as far as 200 feet from the outlet of our culvert. We testified that when our ditches are paved and the dust of construction settles, our culvert system will work.

The jury award of $8,800 was undoubtedly based on the $8,450 bid for tiling the subject property and $350 for the minor taking which was the amount testified to by Mr. Marineau. The verdict seems basically fair and equitable. In view of our own record, we cannot blame the jury for rejecting our arguments that the 18-inch - 24-inch culvert tile would result in a betterment of the subject property. But for that contractor estimate, obtained by defendants the verdict probably would have been higher.

There is a lesson to be learned from this case. Whenever we divert additional waters into a drainage pattern or substantially accelerate existing waters to the damage of adjacent landowners, we have a problem that should be taken seriously. A detailed study of the drainage pattern and the changes from the construction should be made prior to negotiating with the property owner. In circumstances such as this, we should acquire a drainage easement in the first instance.

Leslie B. Hampton

RECEIVED
MAR 31 1972
FOR FILING

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OREGON STATE
HIGHWAY DIVISION

7510

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

March 30, 1972

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver, Washington 98663

NOTED
A. E. JOHNSON

Attention Mr. W. D. Hitt

Gentlemen:

Brookings-Winchuck River Section
Contract 7510
High Water of January 1972

Your February 23, 1972, letter to Mr. W. E. Ikola regarding your request for recovery of costs resulting from flooding during January of this year was forwarded to this office.

The January 21, 1972, flood produced a discharge of 55,600 cfs which is not significantly greater than the 44,800 cfs on January 22, 1970, or the 52,200 cfs on January 16, 1971, and less than the 64,200 cfs on January 16, 1971. The plan indicates that the structure was designed for 73,000 cfs--a 50-year flood.

In view of the frequency of discharge of about 50,000 cfs, the flood of January 21, 1972, cannot be considered an act of God and, therefore, the State cannot assume financial responsibility for the losses resulting from the January high water.

Since you have put us on notice that you expect to recover your costs resulting from the falsework loss, we are obligated to monitor your expenditures. This monitoring will be continued until work involving the subject falsework is completed or until we are notified that you acknowledge that water conditions of January, 1972 were not unusual.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

RECEIVED
MAR 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

AAR:dh

cc A. E. Johnson
J. H. Versteeg
W. E. Ikola
L. I. Lindas

RECEIVED
MAR 16 1972
FOR FILING

7510

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 13, 1972

SUBJECT: Brookings-Winchuck River
Oregon Coast
Contract 7510

To: Frank Hall
Design Engineer

Twelve inch metal pipes were used under the road approaches on this project. These pipes do not have the capacity to carry the runoff in the roadside ditches. It has been necessary to reconstruct the road approaches three times in some areas due to overtopping and washouts.

The minimum recommended size metal pipes for road approaches is 18" in all areas of Region III. The minimum recommended size is 15" for concrete but much prefer 18" size here also.

On the Brookings job we should either replace the 12" metal pipes or face up to a continuing maintenance problem over the years. I really believe our image would suffer less if we would replace some of the 12" pipes on the present contract.

J. H. Versteeg
J. H. Versteeg
Region Engineer

cc: Robert Bothman
F. D. Morgan
Robert Sandmann
Bill Ikola

JHV:kf

3-14-72
Versteeg:
Please seek installation of
adequate pipes on contract.
Bothman
cc Hunter ✓

RECEIVED
MAR 16 1972
STATE HIGHWAY ENGINEER

MAINTENANCE ENGINEER
RECEIVED
MAR 14 1972
AG
SS
AA
FILE
YA

NOTED
E. S. HUNTER

Ask Versteeg to
[illegible] write a change
order and revise those
[illegible] - use 18"
and 24" where
[illegible]

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JAN 1 [illegible]

FOR FILING

8-1111
7510

January 10, 1972

Commander (oan)
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Attention Captain F. A. Goettel
Chief, Operations Division

Dear Sir:

We have reviewed the comments in your December 23, 1971 letter on the observations by your personnel on a recent inspection trip to several of our construction sites. As a result of these observations and discussion with your staff, it is agreed that the Oregon State Highway Division will report to you on job progress.

As suggested in the third paragraph of page 2 of your letter, we will indicate the status of work in red on a copy of the appropriate permit drawings. To assist you in your Notice to Mariners, we will attempt to forecast changes in construction and indicate them in blue on the same copy of the permit drawings. This information will be forwarded to you on or about the tenth of each month unless a different date would be more suitable for your purpose.

We are enclosing copies of the drawings for the falsework at the Siletz River Bridge and Chetco River Bridge. These prints are appropriately marked to show the status of construction as it affects navigation.

There were two items on the Chetco River Bridge that require comment. The contractor was advised in September of 1971 of the necessity to obtain a permit covering his construction operations such as falsework, cofferdams, et cetera. The information for the permit for these features was submitted to your office by the contractor with the request that a permit be issued covering this aspect of the work. To date no permit has been issued.

The large mounds of heavy rock around the bridge piers are riprap which will be placed at or below the preconstruction streambed profile as replacement material which was excavated during construction of the piers. The extent of this riprap is as shown on the contract plans. Every precaution will be taken during the placing of the riprap to ensure that water quality standards are maintained.

On the Siletz River Bridge at Kernville, some confusion seems to have existed over the matter of removal and replacement of the poor subsurface material on the approaches to the bridge. Under the terms of this contract, the contractor was responsible for obtaining all permits for work of this nature. Apparently due to a breakdown in communications, the proper agencies were not contacted on the matter of this permit. In the future, this Division will cover items of this nature in the same permit which covers the bridge construction proper.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Enc.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
W. J. Hart
J. B. Boyd
J. H. Versteeg
W. E. Ikola
C. W. Elroy

WJH:dh/AEJ:ja

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 1026
23 Dec 1971

Oregon State Highway Division
Attn: Mr. Ivan D. Merchant,
Bridge Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

During the past week several bridge construction sites in the State of Oregon were visited by Coast Guard personnel to insure compliance with the terms of current permits. The following conditions were noted:

1. Chetco River Bridge at Brookings, Oregon

a. Construction of falsework has been accomplished without a permit being issued. Special Condition No. 2 of the bridge permit requires prior approval of falsework, pilings, or other obstructions. Our letter of 24 July 1970 requested progress reports. We have received only your letter of 30 March 1971 stating construction had started.

b. It was noted on 14 December 1971 that there were large mounds of heavy rock around the bridge piers, extending well above river level even with the river in flood stage. That condition is a deviation of your permit.

2. Siletz River Bridge at Kernville, Oregon

a. The permit for the bridge was approved by the Commandant on 19 March 1971, and forwarded to you by letter dated 26 March 1971. The forwarding letter requested progress reports be submitted. Only your report dated 24 August 1971 that construction had started on 12 July has been received.

b. A falsework permit was issued to Willamette-Western Corporation on 28 June 1971, with copy to you. Paragraph 1 of the conditions of this permit specified, "This permit does not grant approval of any dredging or excavation other than within the confines of the several cofferdams." Notwithstanding, a very large "channel" was dredged on both south shore and north shore, removing soft material. No cofferdams were in evidence around these areas. This must have been with the knowledge of the Oregon State Highway Division as their current drawings call for its removal. A copy of the falsework permit is enclosed for your convenience.

RECEIVED
DEC 28 1971
BRIDGE DIVISION

23 December 1971

Subject: Compliance with terms of permits - bridges

c. The drawings submitted by your office and incorporated in the bridge approval of location and plans did not indicate the above-described north and south shore excavations. As a consequence, none of the reviewing agencies had opportunity for comment on this aspect of the work.

3. Willamette River Bridge at Albany, Oregon

A new highway bridge has recently been completed at Albany, Oregon. Permit was issued on 31 October 1969. A falsework permit was issued to your contractor, Willamette-Western Corporation on 21 May 1970. Required progress reports have not been received although the bridge is now open to traffic and no construction equipment is at the site.

The above three bridge construction projects currently under construction are cited to illustrate the insufficiency of information between the work site and this office. In the future it is our intention that all falsework will be the responsibility of the bridge owner, and that periodic progress reports will be furnished, i.e., probably every month. It will also become the responsibility of the bridge owner to assure that all conditions of the falsework permit and bridge permit are adhered to, including any conditions imposed by the U. S. Department of Interior.

It is requested that a progress report be submitted for each of the above bridges. The detail should be sufficient to show all obstructions in the water, position of in-place cofferdams, extent of falsework, and bridge and approach work. A red pencil marking on falsework drawing, circling in-place work, should be adequate.

The Local Notice to Mariners is the instrument used by the Coast Guard to inform the mariner of work in navigable waters of the United States. It is through progress reports submitted during construction that the necessary information can be obtained for inclusion in Notice to Mariners, and other uses. Further, other agencies are continually inquiring about the status of construction. Your cooperation in furnishing information on these three bridges will be appreciated.

Sincerely,

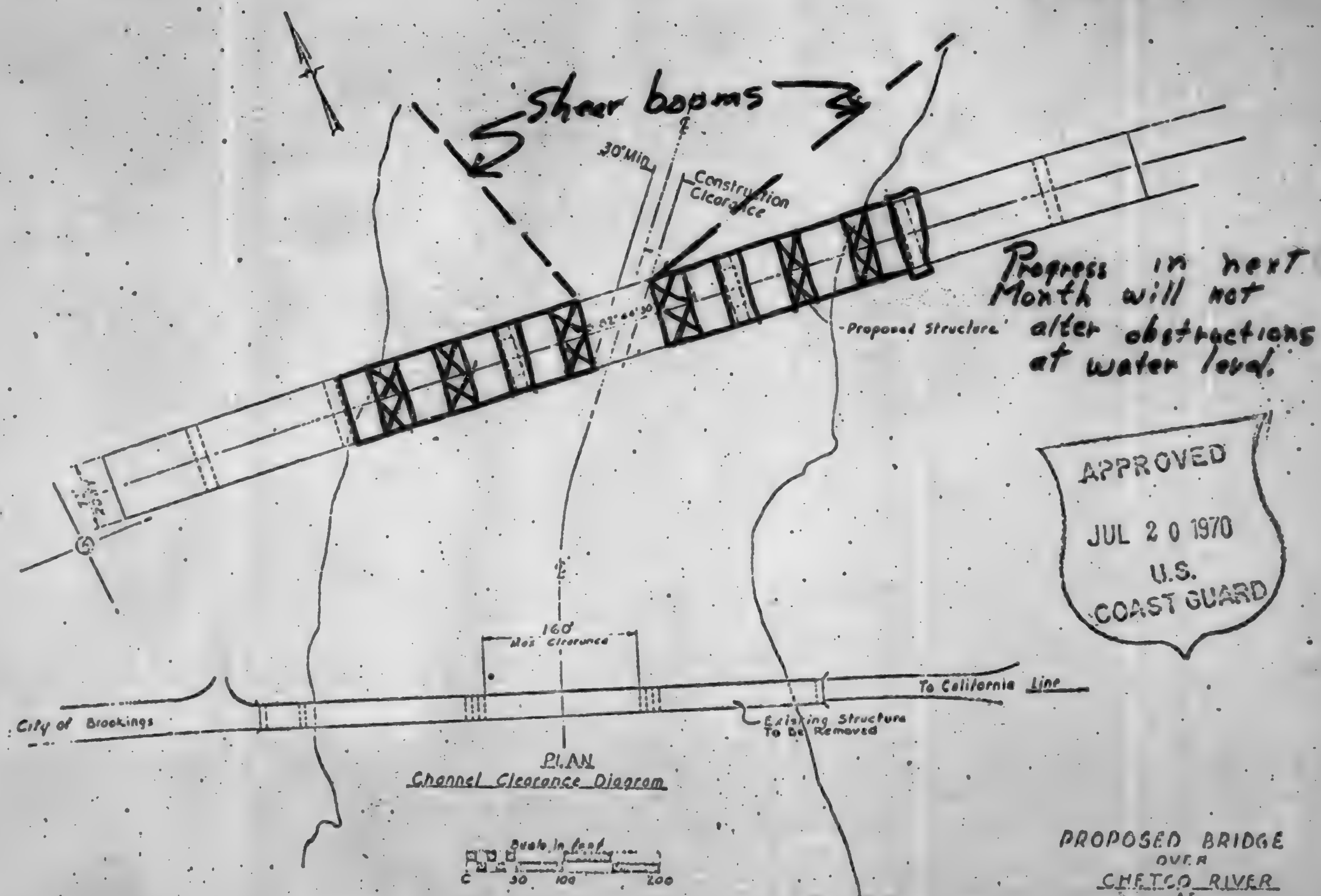
F A Goettel

F. A. GOETTEL.
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Enc. (1) as noted above

RECEIVED
DEC 28 1971
BRIDGE DIVISION

1-4-72


Sheer booms
30' Min.
Construction Clearance
-Proposed Structure
℄
160'
Hoz. Clearance
City of Brookings
To California Line
Existing Structure To be Removed
Scale in feet
0
30
100
200

Progress in next Month will not alter obstractions at water level.

APPROVED
JUL 2 0 1970
U.S.
COAST GUARD

PLAN
Channel Clearance Diagram

PROPOSED BRIDGE
OVER
CHETCO RIVER
AT
BROOKINGS OREGON
CURRY COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 6, 1970 Sheet 4 0

RECEIVED
DEC 22 1971

FOR FILING

8-1111
7510

Salem, Oregon
December 22, 1971

Brookings-Winchuck
River Section
Oregon Coast Highway
Contract No. 7510
R/W File 44001 - L-6378
Harbor Logging Supply

C. T. Keasey
Regional Engineer

ROSEBURG

Reference is made to your letter of December 13 submitting a sketch map of the Harbor Logging Supply Company's central and southerly approaches and an estimated cost of $3,230 to relocate the south approach.

Copies of your letter, sketch, and estimate have been handed to Mr. John McCulloch, our attorney who is handling negotiations with the Harbor Logging Supply Company, and any further work in connection with this approach will await a decision from him.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

cc F. D. Morgan (enc.)
Ivan Merchant "
John McCulloch "

FORM 3-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 13, 1971

To: Mr. A. E. Johnson
Asst. State Highway Engineer
SALEM

SUBJECT: Brookings-Winchuck River Sec.
Oregon Coast Highway
Contract No. 7510
R/W File No. 44002 - L-6378
Harbor Logging Supply

Attached is a sketch map showing the center and southerly approaches to the Harbor Logging Supply Building on the subject project with recommended corrective treatment indicated.

Bill Ikola's estimate of the cost of this work is also attached, together with two color photographs of the southerly approach.

I recommend that we agree to make these corrections as soon as weather permits resumption of grading and paving in the spring.

C T Keasey
C. T. KEASEY
Region Engineer

CTK/cw
Attach.

12-21-71
Copies to John McCulloch, atty

RECEIVED
DEC 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52678-734

FORM 2-33-2 10-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 6, 1971

Brookings, Oregon

SUBJECT: Brookings-Winchuck River Section
Contract No. 7510
File XNo. L 6378, R/W 44002
State v.s. Max (Harbor Logging Supply Co.)
Estimate of Cost to Widen South Approach

To: Mr. C. T. Keasey
Regional Engineer
Roseburg, Oregon

Transmitted herewith an estimate of cost to widen approach on the subject property. A sketch of propsed work and photographs of the approach XXXX XXXX area are enclosed.

Items of work covered by Bid Items or Contractor's Quoted Prices:

Embankment	225 cu.yds.	@ 1.50/cy	=	337.50
Cl. B. AC. Mixture	50 Tons	@13.50/ton	=	675.00
Asphalt Cement in Mixture	2.5 Tons	@42.00/ton	=	105.00
12-Inch Culvert Pipe	31 LinFt.	@ 3.00/LinFt.	=	93.00
8-Inch Drain Pipe	20 LinFt.	@ 4.00/LinFt.	=	80.00
Extra for Asphalt Approaches	2 Each	@50.00/Ea.	=	100.00
		XX Total	=	$1,390.50

Removal and Replacement of Concrete Aprons and Curbs by Force Account:

Material		150.00
Equipment		260.00
Labor		530.00
	Total =	$940.00

Estimate of Cost to Relocate Combination Telephone & Power Pole:

West Coast Telephone Co.	Cost Estimate	=	750.00
Coos Curry Electric Co-op	Cost Estimate	=	150.00
	Total	=	$900.00

Summary:

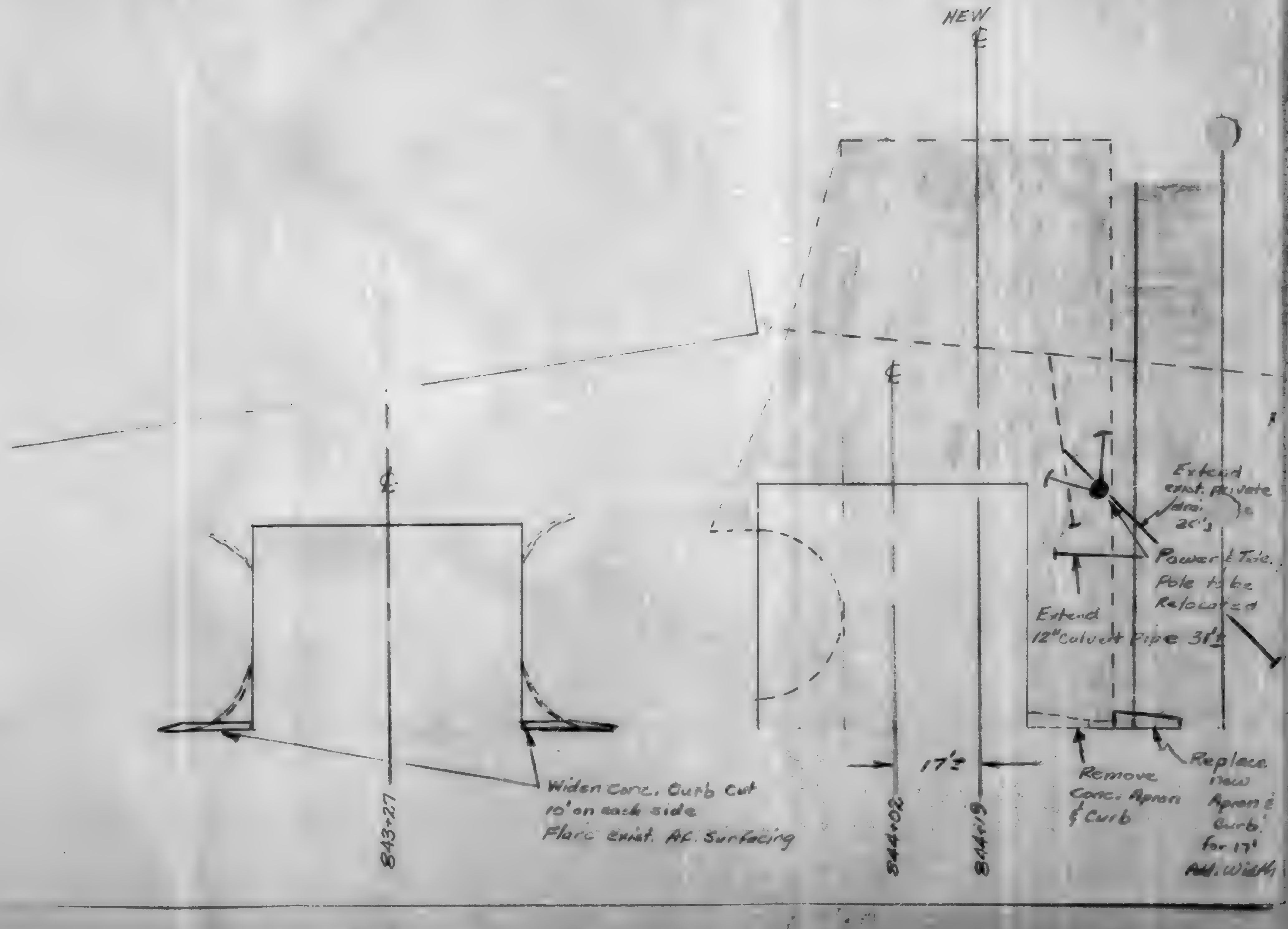
Bid Items & Price Quote Work	=	1,390
Curb Work by Force Account	=	940
Cost to Relocate Pole	=	900
Total Estimated Cost to Widen South Approach	=	$3,230

RECEIVED

W. E. Ikola
W. E. Ikola
Resident Bridge Engineer

c.c. File

HARBOR LOGGING Supply Co
Proposed Relocation of Southerly Approach



NEW
℄
℄
℄
Extend exist. Private drai 26'±
Power & Tele. Pole to be Relocated
Extend 12" Culvert Pipe 31'±
Remove Conc. Apron & Curb
Replace new Apron & Curb for 17' Add. Width
17'±
844+19
844+02
843+27
Widen Conc. Curb Cut 10' on each side
Flare exist. AC. Surfacing

T. Gutsinger
Not to scale:

RECEIVED
DEC 7 - 1971

FOR FILING

8-1111

7510

December 7, 1971

Commander (OAN)
Thirteenth Coast Guard District
318 Second Avenue
Seattle, Washington 98104

Attention F. A. Goettel
Chief, Operations Division

Dear Sir:

Re: Your Ser. 966

In response to your November 24 letter, Mr. A. A. Rear met with the following at the site of the current construction of the Chetco River Bridge on December 1:

Mr. G. Stroebele, Bureau of Sport Fisheries and Wildlife
Mr. W. Hitt, Peter Kiewit Sons' Company
Mr. C. Keasey, Oregon State Highway Division Region III Engineer
Mr. W. E. Ikola, Oregon State Highway Division Resident Bridge Engineer
Mr. V. Shull, Oregon State Highway Division Resident Engineer

They reviewed the comments made in the Bureau of Fisheries and Wildlife November 15 memorandum relative to their November 10 visit to the project. The following comments are in order:

CONCRETE: The contractor denied dumping any concrete on the riverbank and State personnel deny seeing any concrete dumped on the bank. There is evidence that some concrete, about one-half cubic yard, had been dumped on the riverbank sometime in the past but there was no evidence that any of it had been submerged prior to complete hydration. The contractor was cautioned that this practice would not be tolerated and State employees were instructed to watch for potential violations.

EMBANKMENT ON NORTH BANK: A fill made of riverbed gravel is in existence on the north bank of the river in the vicinity of Pier 2. Contract work involving the required Class 700 riprap for a distance of 40 feet from the pier shaft has not yet been performed. When this work is completed, the area will be restored to the condition required by the contract. Mr. Stroebele does not object to this fill on a temporary basis.

ERODIBLE FILL ON SOUTH BANK: The contractor has wasted some erodible silty material over the Class 700 riprap on the south bank of the river. This was totally unacceptable to any of the group present. The contractor advised the group that the material would be removed as soon as he could move a crane into the area, probably Monday, December 6. They discussed the extent of the removal and with the concurrence of Mr. Stroebele it was decided to remove all surplus (approximately 200 cubic yards) to the natural riverbed.

STOCKPILE ON SOUTH BANK: The contractor removed more material at Pier 6 than was required for the construction of the pier. This material is deposited on property adjacent to the structure owned by Mrs. Marion A. Bronson. Most of this material will be required for backfill but there will probably be a surplus. The contractor intends to leave the excess where it is. The base of this stockpile is on a gravel bar normally out of the river flow but covered by high runoff. Recent flood inundated the lower six to eight feet of the stockpile. Mr. Stroebele wants the stockpile removed but is satisfied to wait until the material can be incorporated in the finished project. The State intends to require the removal of this material unless the adjacent property owner acquires a permit for an embankment, in which case the terms of a permit would govern.

Mr. Stroebele informed those present that he would recommend withdrawal of his objections to the issuance of a falsework permit when the erodible fill on the south shore was removed.

I regret that it was necessary to police the project in this manner and can only state that channelization of instructions to the field will be watched more closely so there will not be any reoccurrence on this or any other project in the future.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
Ivan Merchant
C. T. Keasey
W. Ikola
V. Shull

(Bridge) ja

RECEIVED
AUG . 1971
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

8-1111

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7510

August 27, 1971

General Telephone Company of the Northwest
P. O. Box 1100
Beaverton, Oregon 97005

Re: Telephone Facilities Conflicts
Brookings-Winchuck Section
Curry County
Contract No. 7510

ATTENTION: Mr. Ken Anderson

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 17, 1971, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of August 9, 1971.

Reimbursement for the work performed on and subsequent to August 9, 1971, in the amount of $392.00, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
cc: General Telephone Company -
Crescent City, California
Attn: Mr. G. R. Lohkamp

A. E. Johnson
~~V. L. Gallagher w/attach (2)~~
V. E. Skoog
C. T. Keasey w/attach (2)
R. A. Sandmann w/attach
J. E. Holcomb w/attach

Note to C. T. Keasey: Please have a State Force Order prepared and submitted for this work. Prefix No. 8-1111. Return one copy of Est. and sketch with SFO.

RECEIVED
AUG 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

August 19, 1971

Mr. William H. Tebeau
Assistant Planning Engineer
State Highway Building
Salem, Oregon 97310

Re: File No. 43862-Freeman
Section: Brookings-Winchuck
Highway: Oregon Coast
County: Curry

Dear Mr. Tebeau:

The attached correspondence gives the background of the present problem to wit: In order to obtain a release from the Freemans for discharge of additional water across the Freeman property how far should the 24 inch drainage pipe be extended? The owner apparently feels that it should be across the entire property.

Except for the July 29th memo from Joe Morgan the distance the pipe should be extended was left indefinite in the release and in recommendations.

The ultimate question is: Would the 450+ feet of 24 inch pipe be sufficient, or should the 24 inch pipe be extended across the entire property to prevent discharge of additional water?

I assume from the attached we do take responsibility for the discharge of additional water.

Very truly yours,

LEE JOHNSON
Attorney General

Donald J. Howe
Assistant Attorney General
Trial Division

DJH:jm
cc: Dave Moehring
Joe Morgan
John Oakes
John Quiner II

RECEIVED
AUG 20 1971
PROGRAM & PLANNING
DIVISION

2-6308

NOTED
JOHN R. OAKES

FOR FILING
AUG 3 1971

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon 97470
July 29, 1971

To: THE FILE

SUBJECT: File No. 43862-Freeman
Section: Brookings-Winchuck
Highway: Oregon Coast
County: Curry

D. H. MOEHRING

I contacted Mr. Freeman at his farm at the south end of the new construction. I had secured from our engineers a distance for the length of the proposed 24" drain pipe of 450' x $4.00 per ft. or $1,800. I advised Mr. Freeman that our engineers had given me a figure of $1,800 which would represent the difference between a 10" drain pipe as he had originally proposed and a 24" drain pipe the State was willing to help him buy. He asked how much that would be in length and I said our engineers figured it would be 450'. He said, "That won't go half way across my place and I planned to put the drain tile clear across the place so that I can farm the land. It's getting too high priced for just pasture." I said that I realized that the land would produce more being farmed than pastured but I did not elaborate. He said, "I'll show you what I mean"and we walked down to the drain ditch which runs diagonally across his place. He had opened up the ditch from the upper end down the 450' ± as our engineers had stated but so far he just had a deep open ditch.

The balance of the ditch was grass covered and hard to see but you could tell about where it meandered across the lower portion of his place. This now is all in seeded pasture as he owns a 17 cow Grade "A" dairy. I said I would raise the $1,800 up to $2,000 which would bring the pipe down to the road we were on, but he said, "No", that it was the State's water and he expected the State to come in and put in the entire pipe line. I said, "No, there is no way to justify anymore than the $2,000 I had mentioned that I would recommend the State pay you for a release". I told him he could put in the pipe or leave it out, that was his business. He was firm and said he was going to see to it that the State took care of the water across his entire place. I could see I wasn't getting anywhere so thanked him and left.

I phoned John Oakes and explained the situation. He felt as I did that there was no way to justify, so I went back to see Mr. Freeman at his home. I explained that there was no way for the State to do any more than what I had offered to recommend. He was adamant and said, "The State is going to put a 24" drain tile clear across my place because the water belonged to the State and it was up to the State to take care of it." I said I was sorry but he was wrong. There had always been a natural drainage across his property and the State had not changed this so there was nothing the State could do. He would not budge an inch.

J M Morgan
J. M. Morgan
Right of Way Agent

JMM:dw

NOT
K. A. CHA

File 43862 L 6308

May 6, 1971

Per Frank Lowe:

1. This job ends at Station 1002+50.

2. We will extend drainage (perforated pipe) underneath and along the highway - almost under the centerline, for some distance, dropping it into 2 boxes at seperate locations and draining the surface and other excess water onto the Westerly side of the highway right of way and owners' property lying on that side. He owns approximately 1/2 section on that side according to the ownership shown on the map.

Notes -- We do not know how much of the land on the Westerly side of the highway Mr. Freeman is draining nor do we know how much of that land will be affected by the additional drainage water which we will dump onto his property.

Per Tony -- we should put blank consideration in the release for the estimated amount of the additional cost of the larger drain pipe required.

Release should be sent to Joe Morgan asking that he determine the [illegible] estimated cost before he goes out to deal with Freeman on this project.

PRELIMINARY COPY
SUBJECT TO CHANGE
natural change
Not true
R/W
435

File 43862, L-6308

RELEASE OF DAMAGES

This Release made and executed this __________ day of ______________________, 1971, by and between EDWARD WILSON FREEMAN, also known as EDWARD W. FREEMAN, and MILDRED IRENE FREEMAN, hereinafter called "Owners" to the STATE HIGHWAY COMMISSION, hereinafter referred to as "State",

WITNESSETH:

RECITALS:

1. WHEREAS, State is acquiring from Owners certain real property for highway purposes, located in Lots 3 and 4 of Section 23, Township 41 South, Range 13 West, W.M., Curry County, Oregon, for the construction of the Brookings - Winchuck River Section of the relocated Oregon Coast Highway; and

2. WHEREAS, as a result of the construction of said section of highway, additional drainage water will be discharged onto Owners' remaining property lying on the Westerly side thereof; and

3. WHEREAS, to prevent the possible flooding of said remaining property by additional drainage water, it has been determined that a 24" underground drainage pipe would have to be installed rather than the 10" pipe which Owners are in the process of installing; and

4. WHEREAS, Owners have requested that State share in the cost of said 24" drainage pipe; and

5. WHEREAS, State is agreeable to sharing said cost in the amount of ______________ ____ DOLLARS ($_________________), provided Owners execute a full release for damages which may result from the discharge of said additional drainage water on Owners' remaining property.

NOW THEREFORE, in consideration of the sum of ____ ____ DOLLARS ($______________) paid by State, Owners, for themselves, their heirs and assigns, hereby waive all rights to assert hereafter against State, its engineers, officers, agents and employees any claim for loss, injury, damage or compensation which may occur from the flooding of Owners' property by the discharge of additional drainage water resulting from the construction of said section of highway and also assume all responsibilities with regard to claims of third parties in connection therewith.

And Owners hereby covenant to and with State, its successors and assigns, that they are the present owners in fee simple of said property affected by this Release and that they have a legal and valid right to execute this Release.

This Release made and executed this __________ day of ______________________, 1971, by and between EDWARD WILSON FREEMAN, also known as EDWARD W. FREEMAN, and MILDRED IRENE FREEMAN, hereinafter called "Owners" to the STATE HIGHWAY COMMISSION, hereinafter referred to as "State",

WITNESSETH:

RECITALS:

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2. WHEREAS, as a result of the construction of said section of highway, additional drainage water will be discharged onto Owners' remaining property lying on the Westerly side thereof; and

3. WHEREAS, to prevent the possible flooding of said remaining property by additional drainage water, it has been determined that a 24" underground drainage pipe would have to be installed rather than the 10" pipe which Owners are in the process of installing; and

4. WHEREAS, Owners have requested that State share in the cost of said 24" drainage pipe; and

5. WHEREAS, State is agreeable to sharing said cost in the amount of ______________ ____ DOLLARS ($_________________), provided Owners execute a full release for damages which may result from the discharge of said additional drainage water on Owners' remaining property.

NOW THEREFORE, in consideration of the sum of ____ ____ DOLLARS ($_______________) paid by State, Owners, for themselves, their heirs and assigns, hereby waive all rights to assert hereafter against State, its engineers, officers, agents and employees any claim for loss, injury, damage or compensation which may occur from the flooding of Owners' property by the discharge of additional drainage water resulting from the construction of said section of highway and also assume all responsibilities with regard to claims of third parties in connection therewith.

And Owners hereby covenant to and with State, its successors and assigns, that they are the present owners in fee simple of said property affected by this Release and that they have a legal and valid right to execute this Release.

____

____

FILE COPY
5-10-71

STATE OF OREGON, County of ____________________

______________________, 1971. Personally appeared the above named Edward Wilson Freeman, also known as Edward W. Freeman, and Mildred Irene Freeman, who acknowledged the foregoing instrument to be their voluntary act. Before me:

____
Notary Public for Oregon
My Commission expires__________________

ba/ko

Salem 97310
July 22, 1971

43862 (L-6308)-Freeman
Brookings-Winchuck River Section
Oregon Coast Highway
Curry County

Mr. L. W. Riley
District Supervisor

ROSEBURG

Attention: Mr. Joe Morgan

I am attaching copies of the correspondence between the Region and Hydraulics with regard to the drainage on Mr. Freeman's property. Please note that on May 28, 1971, Mr. Quiner advised Mr. Tebeau that the amount to be paid to Mr. Freeman should be the difference in cost of the 10-inch pipe and the 24-inch pipe.

Please get an estimate of this cost to use in your negotiations with Mr. Freeman for the requested release of damages.

John R. Oakes
Assistant R/W Engineer

JRO:lf

Attachments

cc C. T. Keasey
Richard L. Lenz

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 28, 1971

SUBJECT: Edward Freeman Complaint
Brookings-Winchuck Section
Oregon Coast Highway

To: Mr. L. H. Young
Program and Planning Engr.
SALEM

Attention W. H. Tebeau

Mr. Freeman's complaint requesting a 24" drain was discussed with me by Mr. Lenz, Hydraulics Engineer. I am in agreement with Mr. Lenz' report and recommend that we participate in the difference in cost between the 10-inch pipe and the 24-inch pipe requested. It is my understanding that this additional payment will be handled in the right of way negotiations with Mr. Freeman.

John Quiner II
JOHN QUINER II
Region Construction Engineer

JQII/cw
cc F. D. Morgan
D. H. Moehring
Vern Shull

NOTED
W. H. TEBEAU

OTED
W. ELLISON

RECEIVED
JUN 1 1971
PROGRAM & PLANNING
DIVISION

Salem, Oregon
May 27, 1971

Edward Freeman Complaint
Brookings-Winchuck Section
Oregon Coast Highway

Mr. C. T. Kessey
Regional Engineer

ROSEBURG

Attention: Mr. John Quiner, II

Attached is a memorandum relating to the Edward Freeman complaint with respect to the subject section. It is evident that the drainage pattern will ultimately be altered by the construction, and there is strong indication that this may have an adverse effect upon Mr. Freeman's drainage.

It is my feeling that Mr. Freeman's request for the 24-inch drain tile should be considered as a strong possibility for solving this problem. It appears that this would satisfy him insofar as the drainage arrangement is concerned.

L. H. Young
Program and Planning Engineer

By ORIGINAL SIGNED BY
W. H. Tebeau
W. H. Tebeau
Assistant Program and Planning Engineer

WHT:ia

Attach.

cc: A. L. Johnson
F. B. Klaboe
F. D. Morgan
Donald J. Howe
D. H. Moehring

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1971

To: MEMO TO FILE

SUBJECT: Edward Freeman Complaint
Brookings-Winchuck Section
Coast Highway
Curry County

On Monday, May 17, I received a phone call from John Oakes, Asst. R/W Engr. and Joe Morgan, Region 3 R/W Section, in which I was asked to investigate at Brookings the drainage condition relative to an underground culvert proposed by Mr. Freeman in his letter of March 3, 1971 to ~~your~~ Mr. Keasey. ~~office~~. It was suggested that I discuss the problem with Mr. Freeman during my investigation.

My appraisal of the conditions indicates that we are definitely changing the pattern of the drainage by reducing the concentration time and thus accumulating more water, which would place a larger volume of water at the inlet of his underground pipe much more quickly than in the past. Much of the water in question is seepage from the large spring area to the east of the highway which is accumulating over a large area of his pasture below the highway. Our cut has opened up some of these springs and the 12" perforated pipe to be installed on the east side of the highway will now pick up this drainage and transport it in larger quantities to our culverts. The drainage through the culvert at Sta. 992+50 formerly had spread out across a large swale and is now being ditched closer to the inlet of Mr. Freeman's underground tile. The cut at Sta. 983± has been brought to subgrade on the right which is not the deepest part of the excavation and it has already opened up a steady stream of water where none was apparent before. This water including that coming from the installed 12" perf. is running a steady volume even though there has been practically no rain for at least six weeks. Mr. Freeman states that he will be logging the area above the roadway in the future and, in the meanwhile, expects to open up the remaining area above for homesites.

Considering the present and future conditions, I suggest that his request for the 24" culvert be considered. It is my understanding that he is asking only for the difference in price between the 10" tile and a 24" tile, and that he plans to install the tile himself. He is also aware that the increased volume of water will cause him a greater expense in the future for drainage work further down the channel because larger pipe will be necessary and he appeared willing to accept this expense himself.

Richard L. Lenz
Hydraulics Engineer

RLL:bb

RECEIVED
AUG 24 1971
FOR FILING

8-1111
7510

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1971

SUBJECT:

To:

Mr. F. B. Klaboe
Assistant Highway Engineer
BUILDING

Assignment No. 4318
File 44461 - U. S. Forest Service
Brookings - Winchuck River Section
Oregon Coast Highway
Curry County

4318

The letter from Mr. Hofferberger, which triggered this report, is a result of our attempt to obtain access control across the Forest Service property (local headquarters) in Brookings.

Previous projects required two strips from the frontage of this property and our present project requires additional work on these strips.

Mr. Hofferberger has followed the general outline of rules, regulations, stipulations and restrictions that are required for construction within Forest Lands. However, since this project is presently under contract and the rough grading has been done on this property, most of the standard stipulations would not be applicable.

In any event, the Right of Way Section is handling Mr. Hofferberger's requests and upon completion of the project, an easement deed is to be obtained.

Frank L. Hall
Design Engineer

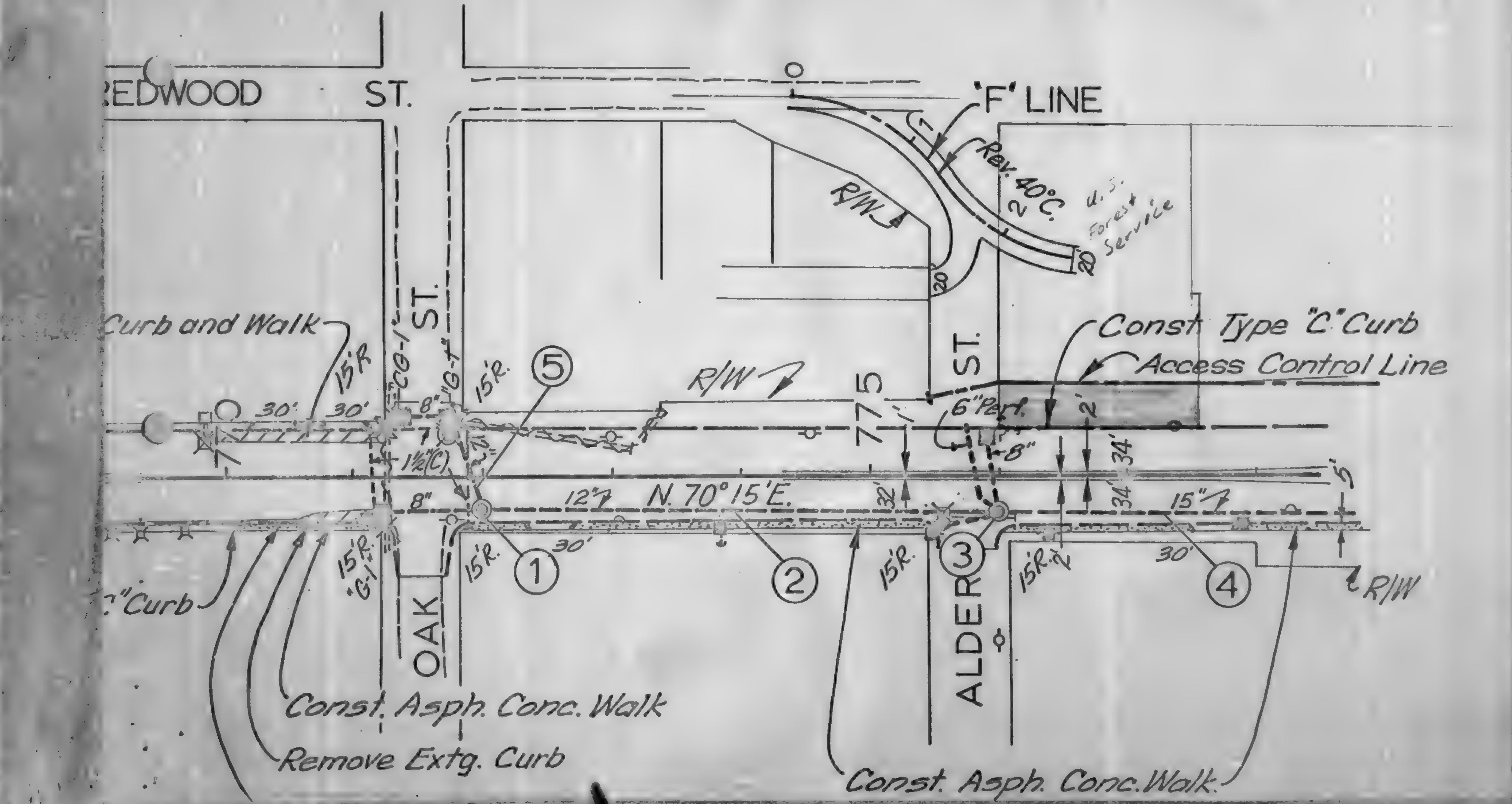
By Floyd O. Scott
Floyd O. Scott
Right of Way Description Engineer

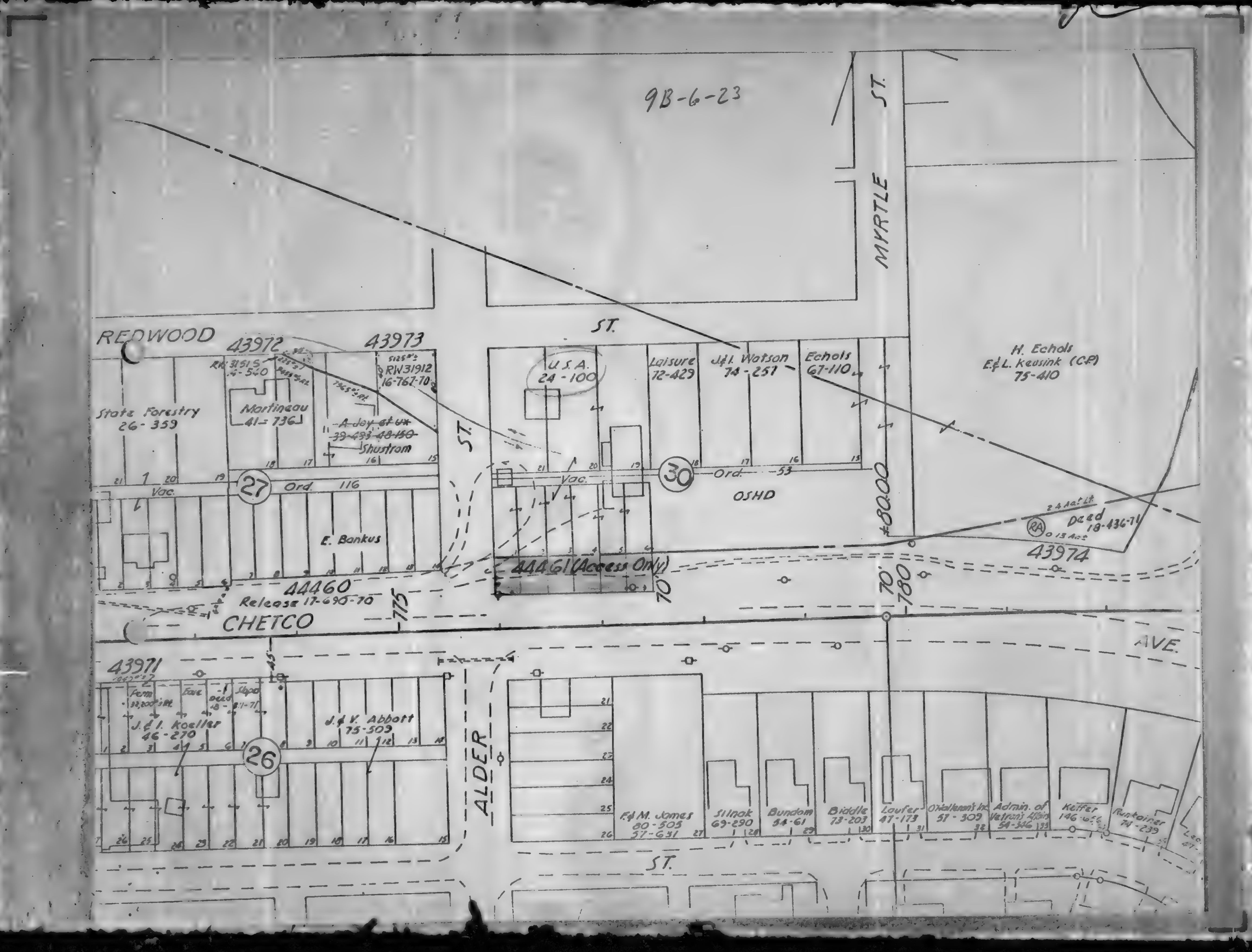
Attachments
FOS:hc

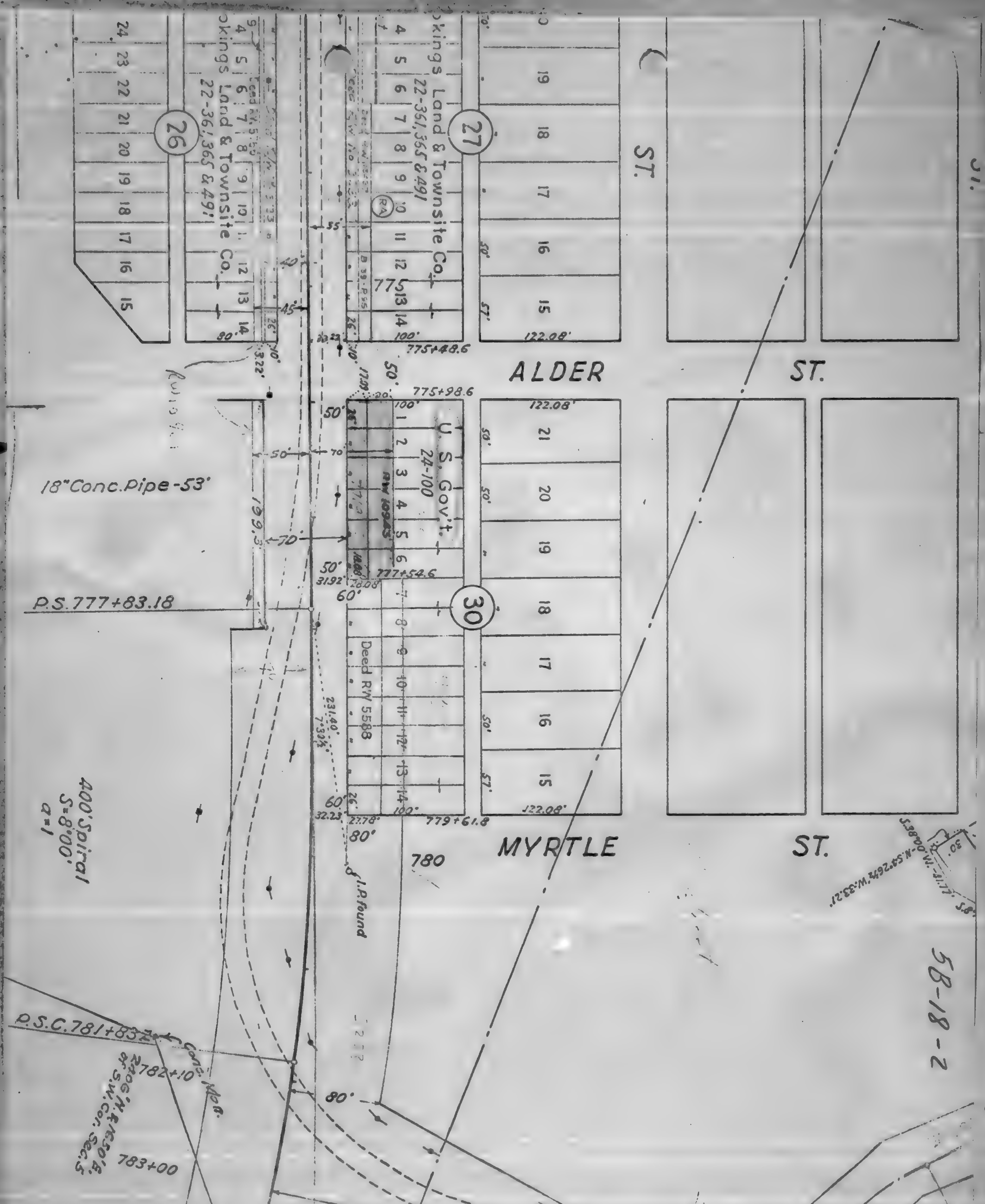
RECEIVED
AUG 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

s Inlets, Shown Thus: ☒
e Abandoned, Shown Thus:
Manholes, Shown Thus:

BROOKINGS-WINCHUCK RIVER SEC. OREGON COAST HIGHWAY CURRY COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAP	TOTAL SHEETS
8	OREGON	STATE		See Index


REDWOOD ST.
OAK ST.
ALDER ST.
'F' LINE
Rev. 40°C.
2'
U.S. Forest Service
20
20
R/W
R/W
R/W
Const. Type "C" Curb
Access Control Line
Curb and Walk
15'R
15'R.
15'R.
15'R.
15'R.
15'R.
"CG-1"
"G-1"
'G-1'
30'
30'
30'
30'
8"
8"
8"
1½"(C)
12" T
15" T
N. 70° 15' E.
775
32'
34'
34'
2'
5'
6" Perf.
①
②
③
④
⑤
"C" Curb
Const. Asph. Conc. Walk
Remove Extg. Curb
Const. Asph. Conc. Walk


9B-6-23
MYRTLE ST.
ST.
REDWOOD
43972
RW31515
4-540
43973
5125 sq ft
RW31912
16-767-70
State Forestry
26-359
Martineau
41-736
~~A. Joy et ux~~
~~39-493 48-150~~
Shustrom
ST.
27
Ord. 116
Vac.
E. Bankus
U.S.A.
24-100
Laisure
72-429
J&I. Watson
74-257
Echols
67-110
30
Ord. 53
Vac.
OSHD
+80.00
H. Echols
E&L Keusink (C.P.)
75-410
2.4 Acs Lt
RA
Deed
18-436-71
0.13 Acs
43974
44461 (Access Only)
70'
70'
780
44460
Release 17-690-70
775
CHETCO
AVE.
43971
45
Fern
Dedo
18-811-71
Slope
J.&I. Koeller
46-270
J.&V. Abbott
75-509
26
ALDER
F.&M. James
80-505
57-631
Silnak
69-290
Bundom
54-61
Biddle
73-203
Laufer
47-173
O'Halloran's Inc
57-309
Admin. of
Vetran's Affairs
54-346
Keffer
146-656
Runtainer
74-239
ST.


kings Land & Townsite Co.
22-361,365 & 491
kings Land & Townsite Co.
22-361,365 & 491
26
27
30
ST.
ALDER
ST.
MYRTLE
ST.
U. S. Gov't.
24-100
R/W 10945
Deed R/W 5588
18" Conc. Pipe -53'
P.S. 777+83.18
400' Spiral
S=8°00'
a=1
P.S.C. 781+83.7
782+10
783+00
780
775+48.6
775+98.6
777+54.6
779+61.8
122.08'
100'
80'
60'
50'
70'
45'
35'
I.P. Found
375'
199.3
N.54°26½'W.33.21

5B-18-2

Edwards

Region 6
P.O. Box 3623, Portland, Oregon 97208

2730
August 3, 1971

Mr. Ralph M. Phillips
Regional Federal Highway Administrator
Department of Transportation
Federal Highway Administration
222 S. W. Morrison
Portland, Oregon 97204

Klaboe
cy Machning 8-5-71

Dear Mr. Phillips:

Application has been made for the appropriation and transfer of lands of the United States within the Siskiyou National Forest for right-of-way including control of access for the reconstruction of U.S. Highway 101 - Oregon Coast Highway - Brookings - Winchuck River Section. The area applied for is in Block 30 - Brookings Townsite in Section 5, T. 41 S., R. 13 W., W.M., and is as noted on the enclosed copy of the preliminary plans titled "Exhibit A - Brookings - Winchuck River Sec., Oregon Coast Highway, Curry County, State of Oregon."

We agree to the appropriation and transfer of these lands under the provisions of Sections 317 of the Act of August 27, 1958 (72 Stat. 916; 23 U.S.C. 317), under the following conditions which are to be included in the grant of Highway Easement Deed.

1. Outstanding valid claims, if any, existing on the date of this grant, and the Grantee shall obtain such permission as may be necessary on account of any such claims.

2. The Grantee and the Regional Forester shall make determination as to the necessity for archeological and paleontological reconnaissance and salvage within the right-of-way, and such reconnaissance and salvage to the extent determined necessary because of construction of the highway facility is to be undertaken by the Grantee in compliance with the Act entitled "An Act for the preservation of American antiquities" approved June 8, 1906 (34 Stat. 225, 16 U.S.C. 432-433), and State laws where applicable.

[illegible]
A. Olson
Wills
Hackleman
Carstensen
Keyes
Turpin

RECEIVED
AUG - 9 1971
DESIGN SECTION

Scott
Swenson
R. Olsen
Trout
Do Not File ☐
Keep ☐
Return To
Other:

NOTED
TOM EDWARDS

3. Unless the Grantee and Regional Forester stipulate as to a shorter time, the easement herein granted shall terminate seven (7) years from the date of the execution of this deed by the United States of America in the event construction of a highway on the right-of-way is not started during such seven-year period.

4. The easement herein granted is limited to use of the described right-of-way and the space above and below the established grade line of the highway pavement for the purpose of construction, operation, and maintenance of a highway in accordance with the approved plans described in the following condition numbered (5) and does not include the grant of any rights for nonhighway purposes or facilities: Provided, That the right of the Forest Service to use or authorize the use of any portion of the right-of-way for nonhighway purposes shall not be exercised when such use would be inconsistent with the provisions of Title 23 of the United States Code and of the Bureau of Public Roads Regulations issued pursuant thereto or would interfere with the free flow of traffic or impair the full use and safety of the highway, and in any case the Grantee and the Bureau of Public Roads shall be consulted prior to the exercise of such rights; and Provided further, that nothing herein shall preclude the Forest Service from locating National Forest and other Department of Agriculture information signs on the portions of the right-of-way outside of construction clearing limits except that such signs shall not be located on the right-of-way of an Interstate System.

5. The design and construction of highway project(s) situated on this right-of-way will be in accord with the provisions of Title 23 U.S. Code-Highways, and amendments; the Regulations for the Administration of Federal Aid for Highways, effective May 11, 1960, and amendments and established procedures for Federal aid-projects, including the requirements of IM 21-5-63 relative to "Coordination of public interests of highway improvements with those of fish and wildlife resources," and Circular Memorandum of May 25, 1964, directing "Consideration of the overall interests of the public in the Federal-aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources," and the construction specifications of the State Highway Department as approved by the Bureau of Public Roads for use on Federal-aid projects.

The Regional Forester will be provided an opportunity to review plans relative to effects, if any, that the project works as planned will have upon adequate protection and utilization of the land traversed by the right-of-way and adjoining land under the administration of the Forest Service for the purposes for which such land is being administered. Those features of design, construction and maintenance of the highway facility and of use of the right-of-way that would have effect on the protection and utilization of the land under the Administration of the Forest Service are to be mutually agreed upon by the Regional Forester and the Grantee by conference or other communication during the preparation of the plans and specifications for each construction project, and the plans shall be revised, modified, or supplemented to meet the approval of the Regional Forester, or when deemed appropriate, supplemented by written stipulation between the Regional Forester and the Grantee, prior to start of construction.

The final design and the construction specifications for any highway construction project of the right-of-way will be presented to the Regional Forester for his approval and construction shall not begin until such approval is given: Provided, That if it is subsequently deemed necessary that the approved plans, specifications, or stipulations be amended or supplemented, any amendment or supplement shall be approved by the Regional Forester and the Grantee before being placed in effect.

6. Consistent with highway safety standards, the Grantee shall:

   a. Protect and preserve soil and vegetative cover and scenic and esthetic values on the right-of-way outside of construction limits.

   b. Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation, or maintenance of the highway, and shall vegetate and keep vegetated with suitable species all earth cut or fill slopes feasible for revegetation or other areas on which ground cover is destroyed where it is deemed necessary during a joint review between the Regional Forester and the Grantee prior to completion of the highway and the Grantee shall maintain all terracing.

waterbars, lead-off ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur during or after construction.

7. The Grantee shall:

   Establish no borrow, sand, or gravel pits, stone quarry, or permanent storage areas, sites for highway operation and maintenance facilities, camps, supply depot or disposal areas within the right-of-way unless shown on approved construction plans, without first obtaining approval of the Regional Forester.

8. The Grantee shall maintain the right-of-way clearing by means of chemicals only after specific written approval has been given by the Regional Forester. Application for such approval must be in writing and specify the time, method, chemicals, and the exact portion of the right-of-way to be chemically treated.

You may authorize immediate entry under the above terms.

Granting of the easement to the State of Oregon will be delayed until after reconstruction is completed within this easement. Upon completion of construction, the State of Oregon will prepare and submit for approval of the Forest Service a final right-of-way plat. A revised letter of consent will be forwarded at that time.

Sincerely,

C. MERLE HOFFERBER

C. MERLE HOFFERBER
Acting Regional Forester

Enclosure

cc: Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310 (W/enclosure)

Siskiyou w/enclosure
E

SRNagle:pan

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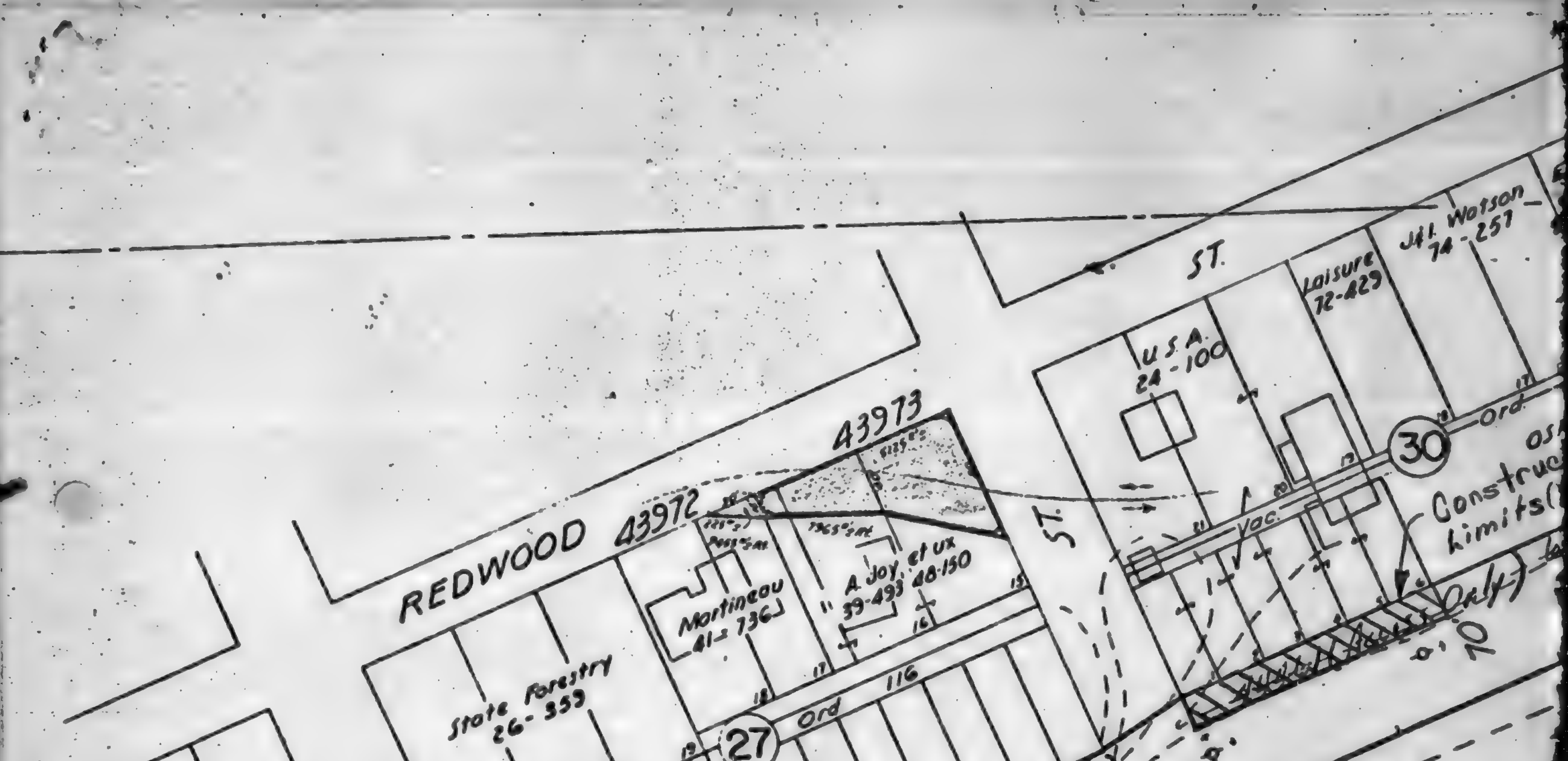
OFFICE OF
STATE HIGHWAY ENGINEER


REDWOOD
ST.
ST.
ST.
ST.
CHETCO
ALDER
OAK
43973
43972
43971
44460 (Access Only)
State Forestry
26-359
Martineau
41-736
A. Joy, et ux
39-493 48-150
U.S.A.
24-100
Laisure
72-429
J&I. Watson
74-257
Construc
limits
Only
30
27
26
25
3
Ord
116
Vac.
Phillips Petrol Co
80-428
57-304
J.&V. Abbott
75-509
J.&I. Koeller
76-220
Lease
Leonard
33-386
Makela
40-385
R. Swan
51-397
Beckley
68-221
770
775
70
E. AH.

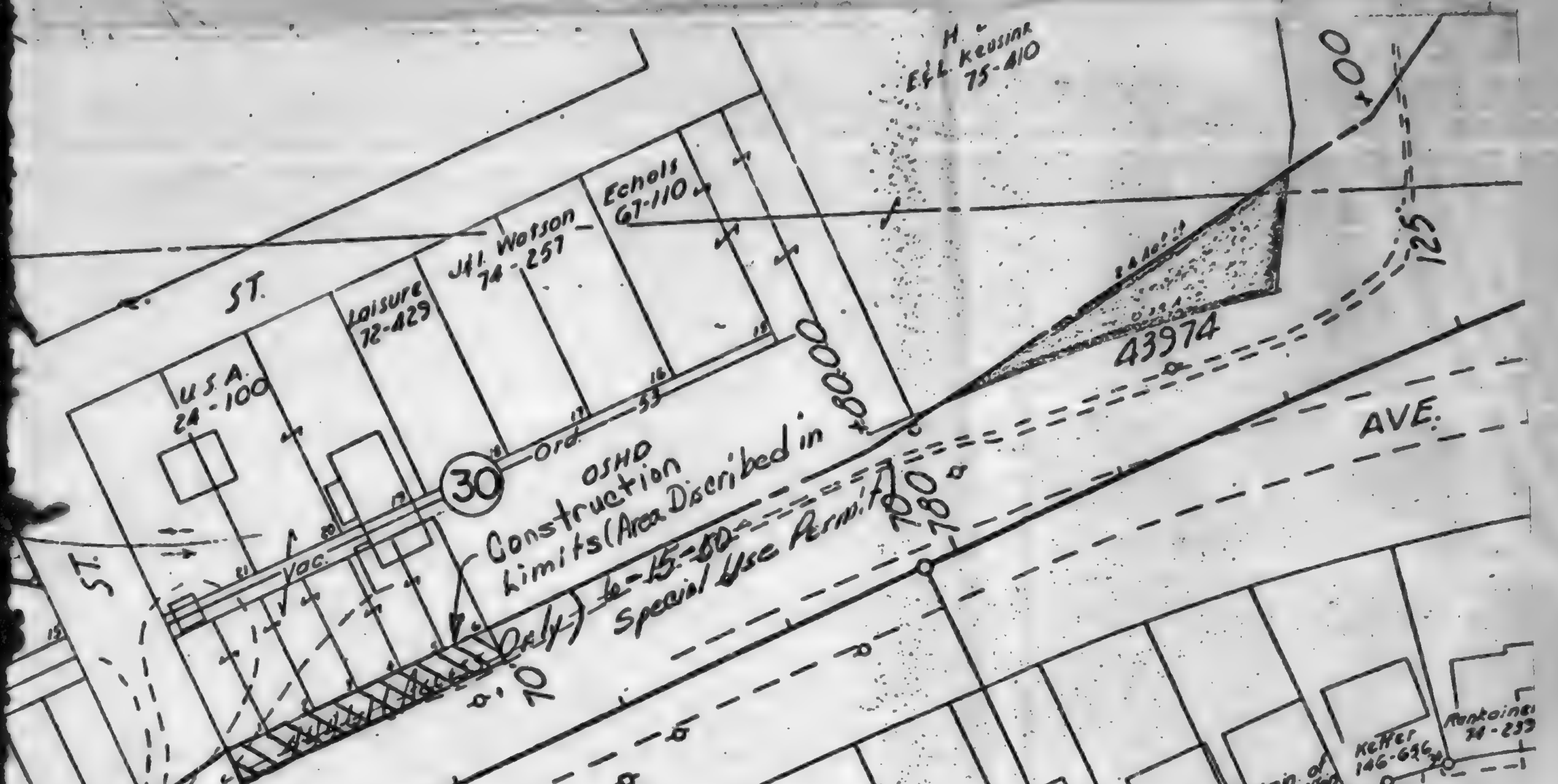
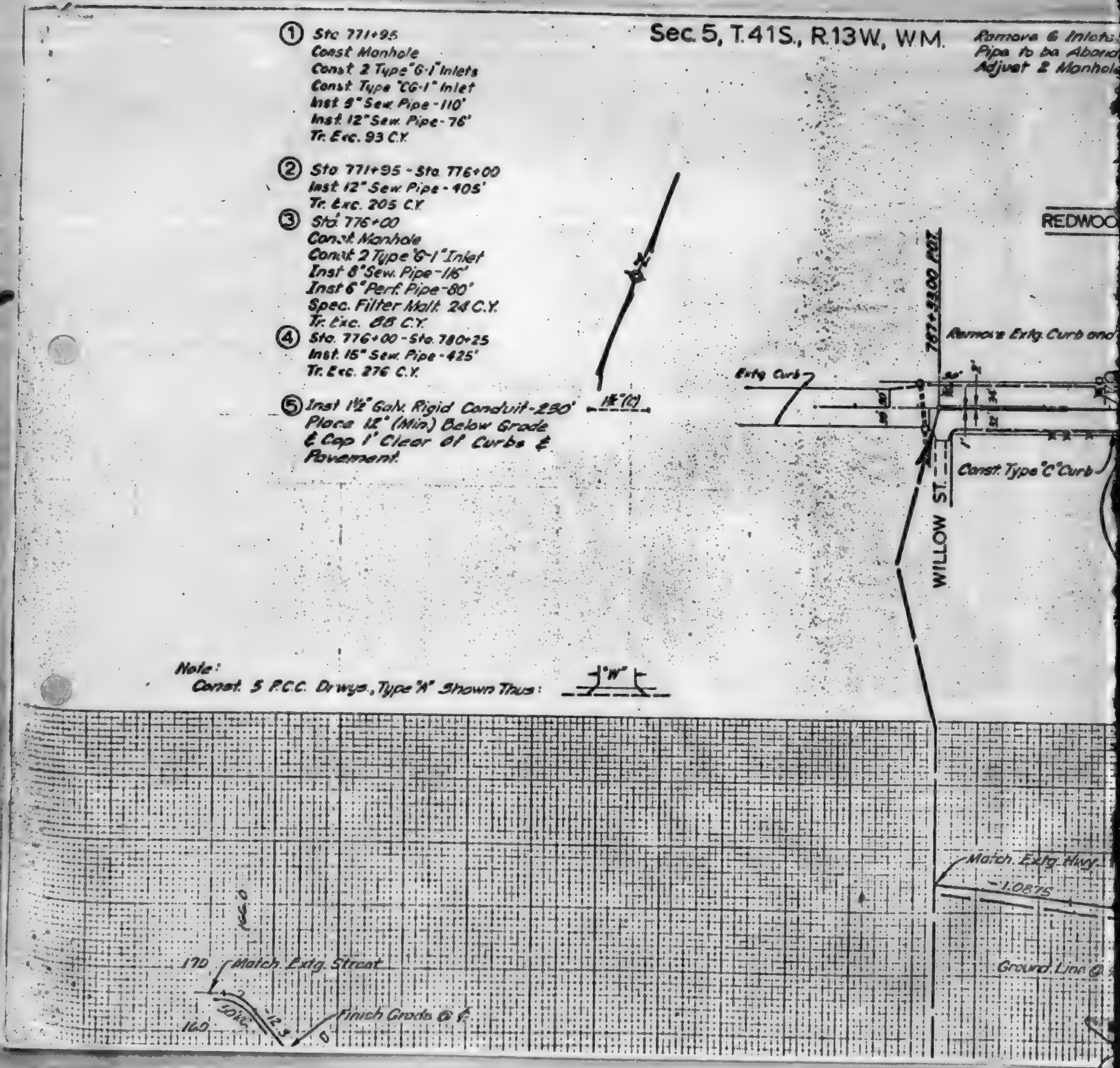

H.
E&L Keusink
75-410
Echols
67-110
J&L Watson
74-257
Loisure
72-429
U.S.A.
24-100
ST.
ST.
Ord.
30
OSHD
Construction
Limits (Area Discribed in
Special Use Permit)
~~6-15-80~~
Only)
(Access Only)
Vac.
+80.00
43974
125
+00
AVE.
780
770
775
ALDER
ST.
J & V. Abbott
75-303
F & M. James
80-505
57-631
Silnak
69-290
Bundom
54-61
Biddle
73-203
Laufer
47-173
O'Halloran's Inc.
57-309
Admin. of
Vetrans Affairs
54-346
Keffer
146-636
Rankoinen
74-239
779+80.00 P.S.

Exhibit "A"

Brookings - Winchuck River Sec.
Oregon Coast Highway
Curry County
State of Oregon

Sheet 1 of 2


Sec. 5, T.41S., R.13W, W.M.
Remove 6 Inlets
Pipe to be Aband
Adjust 2 Manhol
REDWOO
787+93.00 POT
Remove Extg. Curb and
Extg Curb
Const. Type "C" Curb
WILLOW ST.
15"(2)
"W"
170
160
Match Extg. Street
50%
12.3
Finish Grade @ ℄
Match. Extg. Hwy.
-1.0875
Ground Line @

① Sta. 771+95
Const. Manhole
Const. 2 Type "G-1" Inlets
Const. Type "CG-1" Inlet
Inst. 8" Sew. Pipe - 110'
Inst. 12" Sew. Pipe - 76'
Tr. Exc. 93 C.Y.

② Sta. 771+95 - Sta. 776+00
Inst. 12" Sew. Pipe - 405'
Tr. Exc. 205 C.Y.

③ Sta. 776+00
Const. Manhole
Const. 2 Type "G-1" Inlet
Inst. 8" Sew. Pipe - 116'
Inst. 6" Perf. Pipe - 80'
Spec. Filter Matl. 24 C.Y.
Tr. Exc. 68 C.Y.

④ Sta. 776+00 - Sta. 780+25
Inst. 15" Sew. Pipe - 425'
Tr. Exc. 276 C.Y.

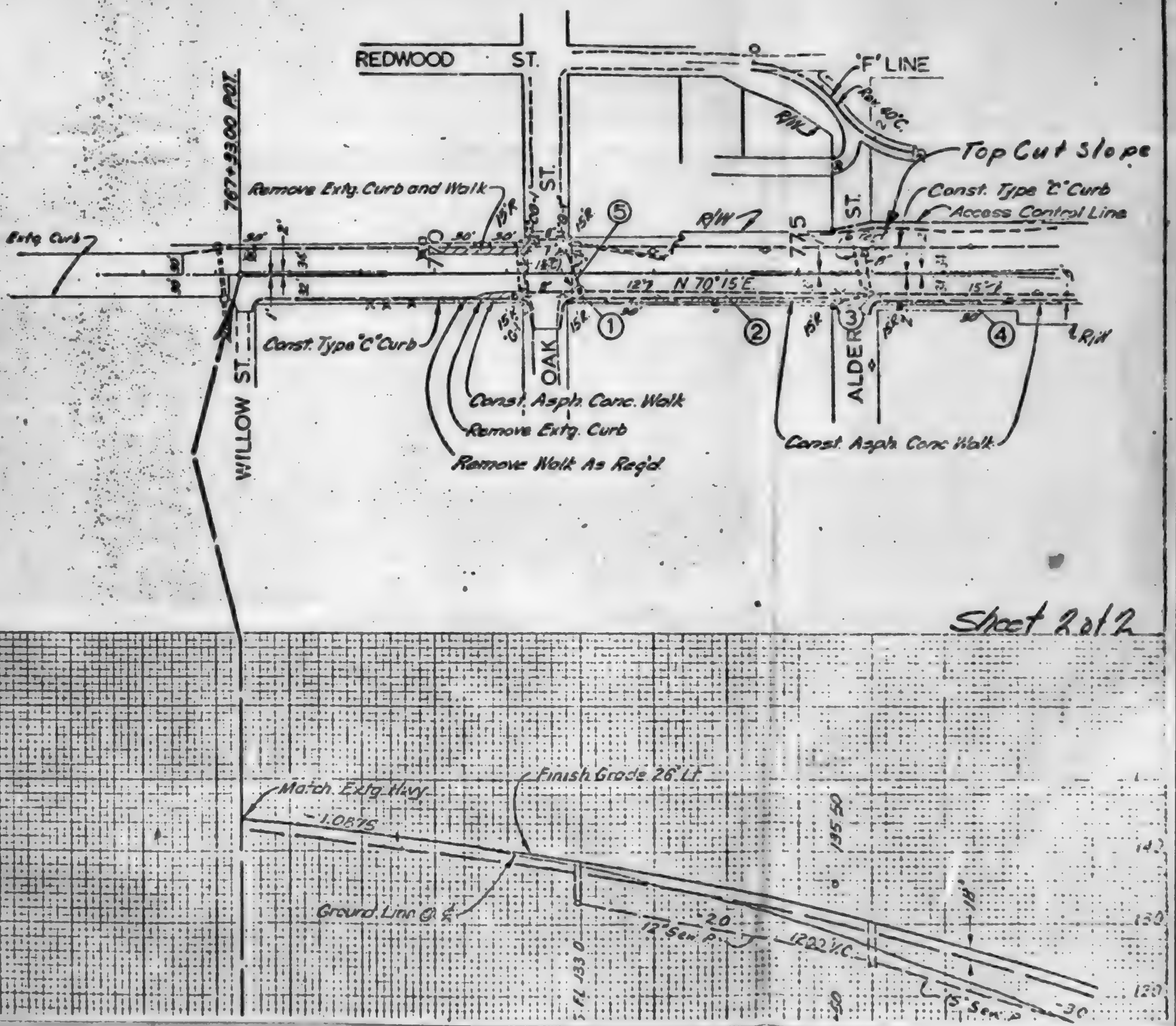
⑤ Inst 1½" Galv. Rigid Conduit - 230'
Place 12" (Min.) Below Grade
& Cap 1' Clear Of Curbs &
Pavement.

Note:
Const. 5 P.C.C. Drwys., Type "A" Shown Thus:

5, T.41S., R.13W, W.M.

Remove 6 Inlets, Shown Thus: ✗
Pipe to be Abandoned, Shown Thus:
Adjust 2 Manholes, Shown Thus: ✗

BROOKINGS-WINCHUCK RIVER SEC. OREGON COAST HIGHWAY CURRY COUNTY				SHEET NO. 3
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		


REDWOOD ST.
'F' LINE
Top Cut Slope
Const. Type "C" Curb
Access Control Line
R/W
767+33.00 POT.
Remove Extg. Curb and Walk
Extg. Curb
OAK ST.
5
N 70°15'E
775
ALDER ST.
1
2
3
4
R/W
Const. Type "C" Curb
WILLOW ST.
Const. Asph. Conc. Walk
Remove Extg. Curb
Remove Walk As Req'd.
Const. Asph. Conc. Walk
Sheet 2 of 2
Finish Grade 26' Lt.
Match Extg. Hwy.
-1.0875
Ground Line @ ℄
12" Sew. P.
2.0
120' V.C.
135.50
18"
FL 133.0
8" Sew. P.
-3.0
140
130
120

RECEIVED
AUG 10 1971

8-1111

7510

August 9, 1971

Mr. B. A. Martin, Manager
Port of Brookings
Post Office Box 848
Brookings, Oregon 97415

Dear Dot:

The following is in response to your verbal request to Mr. Hunter regarding the status of access from the Chetco River boat basin (Port of Brookings) and the new location of the Oregon Coast Highway and its effect on traffic operation.

With regard to the movement of vehicles from the harbor area destined toward Brookings, it appears that the situation will be basically unchanged from what now exists. Presently, the approach from Lower Harbor Road has an at-grade intersection with the Oregon Coast Highway and must negotiate a left-turn onto the Oregon Coast Highway when destined toward Brookings. This will continue to be the condition after the construction of the new highway location.

A grade of approximately 12 percent will be encountered between Lower Harbor Road and the new Oregon Coast Highway location via existing South Bank Road. As an alternative routing for heavy trucks and vehicles pulling large boats which desire to avoid the grade, an additional connection is being provided by traveling southbound via the existing highway to approximately 900 feet northwest of Hoffeldt Lane. A connection at this point will be provided to the new highway location.

A sketch map is attached indicating the most direct routing from the boat basin to Brookings, as well as the alternate route which has a more favorable grade.

Very truly yours,

R. L. Porter
State Highway Engineer

By

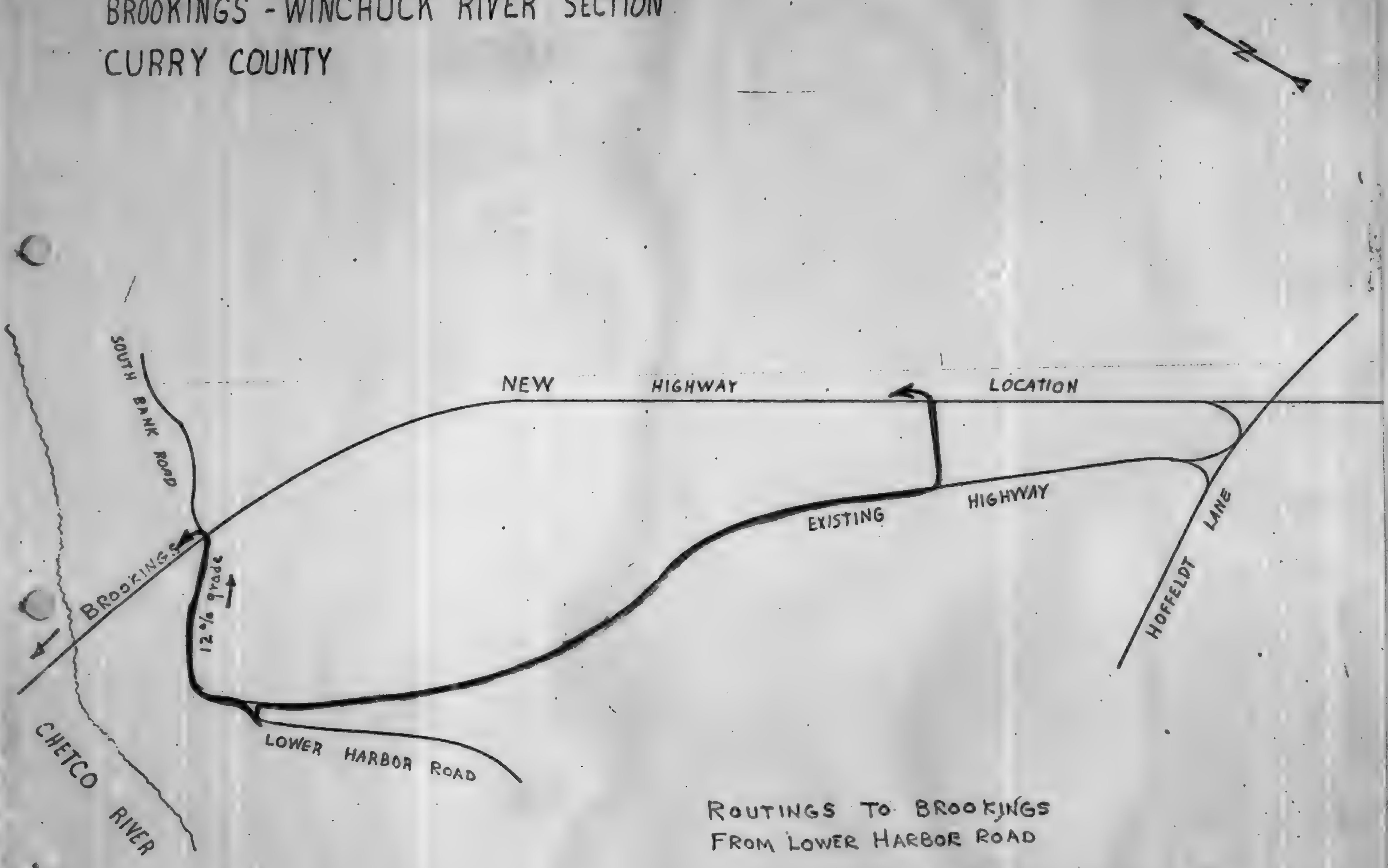
F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
E. S. Hunter
Victor D. Wolfe
L. E. George
C. T. Keasey

LEG:mb srb

Att.

OREGON COAST HIGHWAY
BROOKINGS - WINCHUCK RIVER SECTION
CURRY COUNTY


N
SOUTH BANK ROAD
NEW HIGHWAY LOCATION
BROOKINGS
12% grade
EXISTING HIGHWAY
HOFFELDT LANE
LOWER HARBOR ROAD
CHETCO RIVER

ROUTINGS TO BROOKINGS
FROM LOWER HARBOR ROAD

- Direct Route
- Alternate Route to avoid grade on S. Bank Road.

7-[illegible]

[illegible]
APR 22 1971

FOR FILING

8-1111
7510

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
April 20, 1971

SUBJECT: File 43842 - Nolte
Brookings-Winchuch River Sec.
Oregon Coast Highway
Curry County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

I am enclosing copies of an "Information for Indenture of Access" for the above property.

During construction our engineer discovered that the property had changed hands and that the new owner wished to move the access from 911+90 to 912+45.

I am also enclosing a letter from Mr. Schwartz showing the approval of the Regional Engineer.

The Federal Highway Administration is not involved in either the right of way or the construction of this project.

John R Oakes
John R. Oakes
Assistant R/W Engineer

JRO:ph

Attachments

File retd to Oakes
4-21-71

RECEIVED
APR 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
MAR 13 1971
FOR FILE

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7510

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1971

SUBJECT: State v. Ebert, Circuit Court
Curry County, Case No. 6167
L-6315 R-43982
Contract $7510
Brookings-~~Winchuck~~ River Sec.
Oregon Coast Highway

Johnson - info

To: Mr. Tom Edwards
Deputy State Highway Engineer
Room 138

Mr. Frank McKinney has requested me to forward to you a copy of Peter Kiewit Sons' reply to Mr. L. I. Lindas' letter of February 11, 1971. This involves the mistaken sale by Peter Kiewit of a house, known as the Baldwin house, near Harbor, Oregon, which was owned by the State.

Helen Gregg
Helen Gregg, Secretary

hg
Attachment

cc - Mr. Joel Reeder
Mr. C. T. Keasey
Mr. D. A. Moehring
Mr. Wm. Haskin
Mr. L. I. Lindas

NOTED
A. L. JOHNSON

RECEIVED
MAR 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED [illegible]
One Thousand Kiewit Plaza
Omaha, Nebraska 68131

NOTED
F. C. McKINNEY

RECEIVED
MAR 12 1971
LEGAL

March 9, 1971

Mr. L. I. Lindas
Assistant Attorney General and
Counsel to Highway Division
Department of Justice
505 State Highway Building
Salem, Oregon 97310

Re: State v. Ebert, Circuit Court, Contract #7510
Curry County, Case No. 6167 (L-6315 R-43982)
Brookings-Winchuck River Section of the Oregon Coast Highway

Dear Mr. Lindas:

In regards to your letter of February 11, 1971, I enclose for your information a letter sent by our General Counsel to Mr. Joel B. Reeder denying any liability to Mr. Norman Glazebrook.

However, we do accept the defense of claim asserted by Mr. Glazebrook against the State Highway Commission arising out of the unauthorized Bill of Sale. It is unfortunate the mistake occurred.

It is our intention to conclude the matter as quickly as possible.

Sincerely yours,

PETER KIEWIT SONS' CO.

R. L. Waldron

Richard L. Waldron

RLW:gw

March 9, 1971

Mr. Joel B. Reeder
Attorney At Law
Suite 1 Legal Arts Building
827 West Eighth Street
Medford, Oregon 97501

In re: Mr. and Mrs. Norman Glazebrook

Dear Mr. Reeder:

In reply to your letter of January 29, 1971, an obvious mistake was made in issuing to your clients a Bill of Sale for the house known as "Baldwin House". We deny any liability because: (1) The Bill of Sale was signed by an employee who did not have any authority to sign such a Bill of Sale, and of even greater importance, no ostensible authority to do so; (2) Since the proposed Bill of Sale covered a structure attached to real property, a cursory investigation by your clients into the public records concerning this property would have revealed the true circumstances; and, (3) This was an executory contract when the mistake and/or illegality was discovered by your clients. Accordingly, since your clients had not changed their position, i.e., had been put to no additional cost or expense, they have not been damaged.

We regret the error, but, as above covered, it is our position that no legal obligation exists to your clients.

Sincerely yours,

PETER KIEWIT SONS' CO.

Sol Ribakoff
General Counsel

SR/KLM:GW
cc: Lee Cassels - Vancouver
Frank McKinney, Staff Attorney
500 State Highway Building
Salem, Oregon 97310

LEE JOHNSON
ATTORNEY GENERAL

8 - 1111
7510

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

505 State Highway Bldg.

February 11, 1971

Mr. Joel B. Reeder
Attorney at Law
P. O. Box 554
Medford, Oregon 97501

Re: State v. Ebert, Circuit Court, Contract #7510
Curry County, Case No. 6167 (L-6315 R-43982)
Brookings-Winchuck River Section of the Oregon Coast Highway

Dear Mr. Reeder:

This will acknowledge your letter of January 29, 1971, relative to the sale of a house located on the property which is the subject of the above entitled condemnation action. The house is located westerly of the center line of the relocated highway opposite center line stations 810+50 to 813+00. Apparently it is known as the Baldwin house. It is noted that John David and Karen Ann Baldwin are named as parties defendant in the above case, their interest being that of contract purchasers.

As outlined in my letter of January 20, 1971, it is clear that Peter Kiewit Sons Co., the contractor on the project, gained neither the right to possession, nor title to the house, whereby its Bill of Sale to Mr. Norman Glazebrook passed any title. The contractual documents plainly retained the house for disposal by the State.

Under the circumstances we must disclaim, on behalf of the State Highway Commission, any claim by Mr. Glazebrook for $6500, or any other sum, arising out of the Bill of Sale to him by Peter Kiewit Sons Co. We can only suggest that if Mr. Glazebrook has any claim he must look to the seller.

Attached hereto is a copy of our letter to Peter Kiewit Sons Co.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

RECEIVED
FEB 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

GER:hg
Enc.
cc - Peter Kiewit Sons Co.
Mr. Tom Edwards
Mr. Wm. Haskin
Mr. C. T. Keasey
Mr. D. H. Moehring

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

605 State Highway Bldg.

February 11, 1971

Peter Kiewit Sons Co.
P. O. Box 2404
Harbor, Oregon 97405

Attention: Guy Scott, Superintendent

Re: State v. Ebert, Circuit Court, Contract #7510
Curry County, Case No. 6167 (L-6315 R-43982)
Brookings-Winchuck River Section of the Oregon Coast Highway

Gentlemen:

On January 28, 1971 the Property Manager for the State Highway Commission sold, at public auction, a house known as the Baldwin house located on the property designated in the above file opposite and westerly of relocated center line stations 810+60 and 813+00 near Harbor, Oregon.

As a result we have received a demand for $6,500.00 from Mr. Joel B. Reeder, on behalf of a Mr. Norman Glazebrook, alleging that the house had been purchased by Mr. Glazebrook from your firm as shown by a Bill of Sale, a copy of which was attached to Mr. Reeder's letter. Transmitted herewith is a copy of the aforementioned letter and the Bill of Sale, as well as a copy of our reply.

I call your attention to Section 108.13 of the Special Provisions of your contract wherein it was provided that the "contractor will not be allowed to enter upon certain properties shown on Sheet 2H of the plans until the dates indicated unless otherwise authorized in writing by the engineer to enter at an earlier date".

Sheet 2H of the plans clearly indicates by crosshatch symbol that the Baldwin property may not be occupied by the contractors prior to April 15, 1971. The plans clearly show that the building on the Baldwin property is to be "Removed by others".

We are assured by Mr. Keasey that no written authority was giv en you to enter upon or dispose of the house in question.

It is evident, thereby, that the contractor acquired no right, title or interest in the Baldwin house through the contract. Any sale or transfer of title by the contract would be at his own risk.

We are, therefore, tendering to you the defense of the claim asserted by Mr. Glazebrook against the State Highway Commission arising out of the unauthorized Bill of Sale. It is our sincere hope that you will settle this matter so that no further claim is made against the Highway Commission.

We would appreciate your prompt attention to this matter and an early reply.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

GER:hg
Enc.

cc - Mr. Tom Edwards
Mr. Joel Reeder
Mr. C. T. Kassay
Mr. D. A. Moehring
Mr. Wm. Haskin
Mr. L. I. Lindas

RECEIVED
FORM 2-30 (12-67)
MAR 18 1971

8-1111

7510

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1971

NOTED
A. E. JOHNSON

To:

C. T. Keasey
Region Engineer
P.O. Box 1128
Roseburg, Oregon 97470

SUBJECT:

Brookings-Winchuck Section
Chetco River Aggregate
Asphalt Concrete and Aggregate Base

Chetco River aggregate tests are complete for the determination of specification and CBE changes required for use of the degrading material on subject project. Report #958599 contains the results of tests made on modified Class "B" asphalt concrete and aggregate base specimens. Strength by stabilometer test was determined both before and after degradation of specimens by repeated loadings.

Results of tests made on asphalt concrete specimens indicate that suitable durability is obtained when the 1/4"-#10 fraction is 28-45 percent. An asphalt content of 5.0-6.5 percent is required on the attached preliminary designs to obtain a mix of 1.9 CBE quality.

Strength retention of aggregate base after degradation by repeated loadings is satisfactory when the percentage of 1/4"-#10 in the 1/4"-0 fraction is greater than 46%. Test results indicate that modification of the aggregate base gradation to 46-64 percent 1/4"-#10 is required to obtain a 0.9 CBE base material.

The proposed change in the pavement structural section includes replacement of 4" of AC and 6" of PMBB with 10" of modified AC and use of modified AB in place of standard AB. This results in a total CBE credit of 26.2 inches rather than 26.8.

Specification changes required for use of modified Class "B" asphalt concrete and aggregate base are the following:

Aggregate Base

1. Section 703.07(b) Change the degradation test sediment height from 3 inches to 6 inch maximum.

2. Section 703.07(e) In the grading table change the percentage of 1/4"-0 retained on the No. 10 sieve from 40-60 to 46-64.

Class "B" Asphalt Concrete

1. Section 403.11 Change the mix gradation to the following for a modified Class "B" Asphalt Concrete.

Aggregate must pass	1 inch
1 inch to 3/4 inch	0-5 percent
3/4 " " 1/4 "	28-46 "
1/4 " " No. 10	26-45 "
No. 10 " " 40	10-20 "
No. 40 " " 200	4.5-14 "
Passing " "	2.5-7 "
Asphalt Cement	4.5-7 "

2. Section 703.08(b-1) Change the degradation test sediment height from 3 inch to 6 inch maximum.

3. Section 703.08(b-2) Change the fracture requirement from 60 percent to 50.

4. Section 703.08(c) In the table following the third paragraph change the percentage retained on the No. 10 sieve from 42.5-57.5 to 52-68 for modified Class "B" AC.

JOHN C. JENKINS
Engineer of Materials & Research

by

JEWilson

James E. Wilson
Asst. Engineer of Materials & Research

JEW:bm

cc: A. E. Johnson
F. D. Morgan
Vern Shull

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MAR 1[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Aggregate must pass	1 inch
1 inch to 3/4 inch	0-5 percent
3/4 " " 1/4 "	28-46 "
1/4 " " No. 10	26-45 "
No. 10 " " 40	10-20 "
No. 40 " " 200	4.5-14 "
Passing " "	2.5-7 "
Asphalt Cement	4.5-7 "

2. Section 703.08(b-1) Change the degradation test sediment height from 3 inch to 6 inch maximum.

3. Section 703.08(b-2) Change the fracture requirement from 60 percent to 50.

4. Section 703.08(c) In the table following the third paragraph change the percentage retained on the No. 10 sieve from 42.5-57.5 to 52-68 for modified Class "B" AC.

JOHN C. JENKINS
Engineer of Materials & Research

by

JEWilson

James E. Wilson
Asst. Engineer of Materials & Research

JEW:bm

cc: A. E. Johnson
F. D. Morgan
Vern Shull

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MAR 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Page 1 of 4

Form E-69—10M—7-63

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Laboratory No. 958599
Data Sheet No. A 33175
Prefix 8-1111
Amount charge
Dept. invoice No.
Date received
Date reported

AGGREGATE BASE - AASHO T-190 STRENGTH TEST
Project BROOKINGS - WINCHUCK RIVER
Highway OREGON COAST
Contractor PETER KIEWIT SONS No. 7510
Submitted by V. E. SHULL
Source of material CHETCO RIVER - FREEMAN BAR
Sampled or inspected at PIT IN BAR To be used A.C., PMBB, AGGREGATE BASE
Sampled or inspected by BOB GETTIS Quantity represented 170,000 TONS

TEST SPECIMEN GRADATION (50% FRACTURE):								
(¾" - ¼")	55%				55%			
(¼" - #10)	18%				21%			
(P#10)	27%				24%			
%(¼"-#10) in (¼"-0)	40%				46.7%			
RESISTANCE VALUE (STABILOMETER) AASHO T-190:								
Moisture, %	8.6	7.9	7.2	6.5	7.7	7.2	6.8	6.5
Compaction, psi	350	350	350	350	350	350	350	350
W.L. @ Comp. blows	25	80	0	0	55	100	0	0
Density, pcf	122.7	126.4	126.7	126.9	125.1	124.7	126.4	124.6
Exudation, psi	4	64	239	406	80	123	291	410
Expansion C.T., in.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E.P. Water loss, ml.	200	200	200	200	200	200	200	200
Displacement	6.8	6.2	6.1	5.9	6.7	7.2	6.3	6.5
"R"-Value	77	80	84	85	77	73	80	82
RESISTANCE VALUE (STABILOMETER) AFTER DEGRADATION BY 400 BLOWS AT 350 psi:								
Moisture, %	6.8				6.8			
Exudation, psi	310				279			
Displacement	8.1				6.1			
"R"-Value	66				80			
Surface mud Produced @ 400 blows, inches	TRACE				TRACE			

REPORT TO:

0 Bureau of Public Roads
x 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
x 0 Division Engineer Kaasey
x 0 Resident Engineer Shull
0 Dist. Maint. Supt.
0 Foreman
3 x Files
Kiewit

State Printing

RECOMMENDATION:

Material as represented by this sample .... suitable for use.

Degradation of material used in the above tests:
Retained 1" material, Pass No. 20 - 21.20, Ht-3.7 inch
1" - ¼" " ; " " " - 21.67; " 4.7 "

"R" value test results indicate that satisfactory strength is obtained after repeated loadings when the % ¼" - #10 in the ¼"-0 fraction is 46% or greater.

John C. Jenkins

Form 2-60—10M—7-63

Sc 2 of 4

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

AGGREGATE BASE - AASHO T-190 STRENGTH TEST

Laboratory No. 958599
Data Sheet No. A 33175
Prefix 8-1111
Amount charge
Dept. invoice No.
Date received
Date reported

Project BROOKINGS - WINCHUCK RIVER
Highway OREGON COAST
Contractor PETER KIEWIT SONS No. 7510
Submitted by V. E. SHULL
Source of material CHETCO RIVER - FREEMAN BAR
Sampled or inspected at PIT IN BAR
To be used A.C., PMBB, AGGREGATE BASE
Sampled or inspected by BOB GETTIS
Quantity represented 170,000 TONS

TEST SPECIMEN GRADATION (50% FRACTURE):

(3/4" - 1/4")	55%	55%
(1/4" - #10)	27%	30%
(P#10)	18%	15%
%(1/4"-#10) in (1/4"-0)	60%	66.7%

RESISTANCE VALUE (STABILOMETER) AASHO T-190

Moisture, %	6.7	6.5	6.2	5.8	6.2	6.0	5.8	5.6
Compaction, psi	350	350	350	350	350	350	350	350
W.L. @ Comp. blows	50	60	100	0	55	0	0	0
Density, pcf	118.1	118.5	120.1	121.4	116.3	119.3	119.8	121.5
Exudation, psi	16	68	279	334	80	119	322	454
Expansion C.T., in.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E.P. Water loss, ml.	200	200	200	200	200	200	200	200
Displacement	7.3	8.0	7.1	6.7	7.4	7.0	6.7	6.5
"R" - Value	77	75	79	80	72	79	81	83

RESISTANCE VALUE (STABILOMETER) AFTER DEGRADATION BY 400 BLOWS AT 350 psi:

Moisture, %	5.8	5.8
Exudation, psi	314	294
Displacement	8.9	6.9
"R" - Value	72	79
Surface Mud Produced @ 400 blows, inches	—	—

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
2 0 Files S[illegible]

RECOMMENDATION:

Material as represented by this sample .... suitable for use.

John C. Jenkins

State Printing [illegible]

Page 3 of 4

OREGON STATE HI[illegible]WAY DIVISION
MATERIALS SECTION

[illegible]oratory No. 958599
Data Sheet No. A-33175
Prefix 8-1111
Amount Charge
Date Received 3/4/71
Date Reported

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Evaluation - Gradation I

Project Brookings - Winchuck River Mix Type-Class Mod. "B" A/C
Contractor: Prime Peter Kiewit Contract No. 7510 Fed. Aid No.
Paving
Engineer: Region C.F. Keasey Resident Vern Shull
Aggregate: Source Chetco River - Freeman Gravel Bar Type Gravel
Asphalt: Brand Chevron Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size	Typical Gradation			Comb. Agg.	RECOMMENDED MIX PROPORTIONS				
				Dry	Gradation - test sample washed by Rotarex				
% Comb.	Class "B"			Sieve		Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾	0.5			0.4	0.4	0.4	0.4		
½	13.4			10.7	10.7	10.1	10.1		
3/8	12.0			9.5	9.5	8.9	8.9		
¼	15.7			12.5	12.4	11.6	11.5		
4	9.5			15.3	15.2	14.3	14.2		
10	20.2			32.6	32.4	30.5	30.3		
40	17.2			11.8	11.8	11.1	11.0		
200	7.8			4.8	4.6	4.3	4.3		
P200	3.7			2.4	3.0	2.8	2.8		
No. Ave.									
Asphalt Content Including 0.0 %Retention						6.0	6.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.36	2.38		
Mix Design % Voids @ 100% Compaction	4.4	2.9		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 60/70	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Suff.	Suff.	Suff-Th.	Thick	Very Thick
Stability Value @ 1st Compaction	25	30	30	32	31
Cohesion " " " "	291	302	310	447	340
Bulk Sp. Gravity @ 1st Compaction	2.25	2.27	2.29	2.31	2.29
Percent Voids " " "	10.4	8.8	7.3	5.7	5.8
Stability Value @ 2nd Compaction	43	45	44	44	42
Bulk Sp. Gravity @ 2nd Compaction	2.32	2.34	2.36	2.38	2.37
Percent Voids " " "	7.6	6.0	4.4	2.9	2.5
Real Gravity @ 0% Voids	2.51	2.49	2.47	2.45	2.43

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Chevron 60/70	5.0	6.0	7.0
Index of Ret. Str. (%)	87	100+	100+

Effect of Degradation by Water and Repeated Loading on Cohesion

Asphalt Content, % Chevron 60/70	5.0	6.0	7.0
Cohesion Value @ 400 Loadings	332	483	500
Surface Mud Produced 400 Loadings, inch	Trace	Trace	0

Test results indicate suitable mix strength and resistance to degradation.
This design is not intended for use as a construction design for project produced material.

John C. Jenkins
Engineer of Materials

Page 4 of 4

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION

Laboratory No. 958599
Data Sheet No. A-33175
Prefix 8-1111
Amount Charge
Date Received 3/1/71
Date Reported

PRELIMINARY BITUMINOUS MIXTURE DESIGN
Evaluation - Gradation II

Project Brookings - Winchuck River Mix Type-Class Mod. 'B' A/C
Contractor: Prime Peter Kiewit Contract No. 7510 Fed. Aid No.
Paving
Engineer: Region C. T. Keasey Resident Vern Shull
Aggregate: Source Chetco River - Freeman Gravel Bar Type Gravel
Asphalt: Brand Chevron Grade 60/70

MIX DESIGN PROPORTIONS:

Agg. Size % Comb.	Typical Gradation Class 'B'			Comb. Agg. Dry Sieve		RECOMMENDED MIX PROPORTIONS Gradation - test sample washed by Rotarex Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
3/4	0.5			0.5	0.5	0.5	0.5		
1/2	13.4			13.8	13.7	13.0	12.9		
3/8	12.0			12.4	12.3	11.7	11.6		
1/4	15.7			16.2	16.1	15.3	15.2		
4	9.5			9.5	9.4	8.9	8.9		
10	20.2			20.4	20.2	19.2	19.1		
40	17.2			17.2	17.1	16.2	16.2		
200	7.8			5.3	5.7	5.4	5.4		
P200	3.7			4.7	5.0	4.8	4.7		
No. Ave.									
Asphalt Content Including 0.0 %Retention						5.0	5.5		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.43	2.45		
Mix Design % Voids @ 100% Compaction	3.6	2.0		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Chevron 60/70	4.5	5.0	5.5	6.0	6.5
" Film Thickness	Dry-Suff.	Suff.	Suff.-Th.	Thick	Very Thick
Stability Value @ 1st Compaction	37	38	38	39	37
Cohesion " " " "	371	466	486	506	649
Bulk Sp. Gravity @ 1st Compaction	2.32	2.39	2.36	2.38	2.40
Percent Voids " " "	8.7	7.1	5.6	4.0	2.4
Stability Value @ 2nd Compaction	51	50	50	48	28
Bulk Sp. Gravity @ 2nd Compaction	2.41	2.43	2.45	2.47	2.46
Percent Voids " " "	5.1	3.6	2.0	0.4	0.0
Real Gravity @ 0% Voids	2.54	2.52	2.50	2.48	2.46

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Chevron 60/70	4.5	5.5	6.5
Index of Ret. Str. (%)	80	89	100+

Effect of Degradation by Water and Repeated Loadings on Cohesion

Asphalt Content, % Chevron 60/70	4.5	5.5	6.5
Cohesion Value @ 400 Loadings	446	680	603
Surface Mud Produced " " , inch	Trace	0	0

Test results indicate suitable mix strength and resistance to degradation.
This design is not intended for use as a construction design for project produced material.

John C. Jenkins
Engineer of Materials

RECEIVED
MAR 11 1971
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

8-1111
7510

March 10, 1971

Harbor Rural Water District
P. O. Box 2437
Harbor, Oregon 97415

Re: 6-inch Bypass Water Main
Brookings-Winchuck River Section
Oregon Coast Highway
Curry County

ATTENTION: Mr. Albert Mincer

Gentlemen:

Your estimates and sketch maps for the adjustment of your facilities on this project, as submitted with your letters of February 22, 1971 and March 1, 1971, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of January 15, 1971. This approval is made subject to our receipt of your estimate of cost for the originally planned installation of one pump, which will be a credit to this estimate.

Reimbursement for the work performed on and subsequent to January 15, 1971, will be made subject to the provisions of PM 30-4 upon receipt of your actual cost billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

RECEIVED
MAR 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:dl
cc: A. E. Johnson
V. L. Gallagher (w/attach) (2)
V. E. Skoog
C. T. Keasey (w/attach) (2)
Vern Shull "
R. A. Sandmann "
J. E. Holcomb "

Note to C. T. Keasey: Please have a State Force Order prepared and submitted for this work. Prefix No. 8-1111. Return one copy of Est. and sketch with SFO.

RECEIVED
1971
UTILITY UNIT
FOR FILING

8-1111
7510

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

March 3, 1971

Mr. Donald Eagleton
District Manager
General Telephone Company of the Northwest, Inc.
336 "H" Street
Crescent City, California 95531

Re: File No. 44020 - Maynard
Brookings-Winchuck River
Section
Oregon Coast Highway
Curry County
Contract No. 7510

Dear Mr. Eagleton:

Attached is one copy of a Real Estate Option covering the Jack Maynard property on this section. This option was signed by Mr. Maynard on November 17, 1970, and the Highway Commission accepted the option on December 4, 1970.

NOTED
A. E. JOHNSON

Our attorney advises us that right of entry for your company to this parcel would be the date you installed the telephone pole - see Paragraph 6 of the option.

In a telephone conversation on February 12, 1971, your Mr. Gary Lohkamp was advised of the information detailed above by our Mr. Holcomb. This will confirm that conversation.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
cc: A. E. Johnson
D. H. Moehring
C. T. Keasey
Vern Shull
J. E. Holcomb

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MAR 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UTILITY UNIT
OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

8-1111
7510

February 23, 1971

Harbor Rural Water District
P. O. Box 2437
Harbor, Oregon 97415

Re: Water Line Adjustments
Brookings-Winchuck River Section
Oregon Coast Highway
Curry County

ATTENTION: Mr. Albert Mincer

NOTED
A. E. Johnson

Gentlemen:

Reference is made to our letter of January 20, 1971 which approved your estimate and sketch maps for the adjustment of your facilities on this project. This letter reserved the right to concur in the award to the lowest bidder of the contract work required for your adjustments.

A tabulation of bidders for the contract work has been received. This confirms our verbal concurrence on February 17, 1971, in the award of the contract work to the low bidder, Wilbur Little Construction Company, for $17,502.92.

Very truly yours,

F. D. Morgan
Construction Engineer

By

for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: CBS Engineering
512 West 6th Street
Medford, Oregon 97501

A. E. Johnson
V. L. Gallagher (2)
V. E. Skoog
C. T. Keasey
Vern Shull
J. E. Holcomb

RECEIVED
FEB 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 1971

8-1111
7510

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 29, 1971

NOTED
A. E. JOHNSON

SUBJECT: Chetco River Aggregates
Brookings-Winchuck River Section
Contract No. 7510

To:

Mr. C. T. Keasey
Regional Engineer
State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

The Oregon Air Degradation test only was poor on your first qualifying samples of the Chetco River gravels. These first OAD tests represented the quality of the natural one-inch to 1/4-inch gravel. We asked the Laboratory to determine the quality of the native gravels retained on the one-inch sieve. These coarser gravels passed the OAD test and they meet all other qualifying tests as well.

We concur with the Laboratory finding that suitable crushed surfacing aggregates may be produced from coarser Chetco River gravels. To get rid of the poor material, the raw gravels shall be scalped so that no more than five percent of the material passes the one-inch sieve. You will not need to make a Price Agreement for the various aggregates so produced.

The contractor, at his election, may produce aggregates for plant mix bituminous base from bar run gravels provided the other quality specifications are met. If the contractor elects to produce plant mix bituminous base in this manner, you should prepare Price Agreement that deletes the OAD specification for Chetco River gravels and stipulates the contractor will furnish, at his own expense, asphalt cement equivalent by weight to one percent of the total sample of P.M.B.B.

The value of the OAD test on the concrete aggregates was considered by John Jenkins, Ivan Merchant and Al Rear. In their opinion, the OAD test is not a critical one. They would permit the contractor to use all sizes of natural Chetco River gravels in the concrete mix provided the other specifications are met. You should prepare a Price Agreement that deletes the OAD requirement from the specifications for PCC aggregates and that reduces price of the mix at least $0.20 per cubic yard.

F. D. Morgan
Construction Engineer

By Edgar L Johnsen

Edgar L. Johnsen
Special Studies & Chief Cost Engineer

RECEIVED
FEB 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ELJ:fw
cc: A. E. Johnson
I. D. Merchant - Attn: Al Rear
John Jenkins
Vernon Shull
Elliott Parker
F. W. Yarbrough

SP*52675-734

RECEI
UTILITY UNIT
JAN

FOR FILING

8-1111
7510

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

January 11, 1971

Coos-Curry Electric Cooperative, Inc.
P. O. Box 460
Coquille, Oregon 97423

Re: Power Line Adjustment
Brookings-Winchuck River Section
Oregon Coast Highway
Curry County

ATTENTION: Mr. Ray Shavere

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letters of December 18 and 28, 1970, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of September 10, 1970.

Reimbursement for 42.53 percent of the actual cost of the relocation work performed on and subsequent to September 10, 1970 will be made subject to the provisions of PM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E.

JMC:dl
cc: A. E. Johnson
[redacted]
V. L. Gallagher (w/attach) (2)
V. E. Skoog
C. T. Keasey (w/attach) (2)
Vernon Shull "
R. A. Sandmann "
J. E. Holcomb "

*Note to C. T. Keasey: Please have a State Force Order prepared and submitted for this work. Prefix No. 8-1111. Return one copy of Est. and sketch with SFO.

RECEIVED
JAN 1
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1970
FOR FILE

8-1111
7510

December 16, 1970

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission on December 10, 1970, accepted your proposal for work on the Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County for the sum of $5,727,013.

Today the State Highway Commission awarded to you Contract No. 7510 contingent upon your not entering upon a piece of property at Station 982-986 until April 15, 1971, as outlined in Mr. Young's letter to you dated December 10, 1970.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

KI
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan I. D. Merchant
Vernon Shull C. T. Keasey
William Geibel (SAIF)

RECEIVED
DEC 16 1970
FOR FILING

FORM 2-30X—60M—1-46 SP*19102-734

8-1111
7510

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 16, 1970
Salem, Oregon

SUBJECT: File R-44923 - Potts
Brookings-Winchuck River Section
Oregon Coast Highway

To: FRANK C. McKINNEY
Assistant Attorney General

Attached for signature are the necessary papers to initiate a condemnation action for subject file.

Efforts to negotiate have been carried through a letter of offer. The offer extended on behalf of the Commission was mailed as was the agent's offer to the out-of-state owner. The owner has no listed phone and has not replied. The complaint has therefore been prepared and is forwarded herewith.

The reason for requesting that the complaint be filed at the present time is to meet a contract scheduling deadline. As you know possession must be assured in order for the contractor to get on the property. To meet all essential requirements this complaint must be filed since no option is in hand.

D. H. MOEHRING
Right of Way Engineer

I concur in this request.

TOM EDWARDS
Deputy State Highway Engineer

RECEIVED
DEC 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Peter Kiewit Sons' Co.
Vancouver, Wash.
DEC 11 1970

December 10, 1970

Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, Washington 98663

Attention: Mr. Richard Geary,
District Manager

Gentlemen:

Confirming our telephonic conversation this date with regard to a piece of property, Sta. 982-986, on the Brookings-Winchuck River project, which piece of property will not be available to the contractor on this section until April 15, 1971, it was your opinion that withholding this property from entry until April 15, 1971 would not adversely affect your operations or cause additional expense to you or the State Highway Division.

If you will confirm this by signing a copy of this letter and returning it to the Highway Division, we will proceed with award of the contract. Enclosed is a revised plan sheet 2H which shows the property referred to.

Very truly yours,

R. L. Porter
State Highway Engineer

By L. H. Young
L. H. Young
Program and Planning Engineer

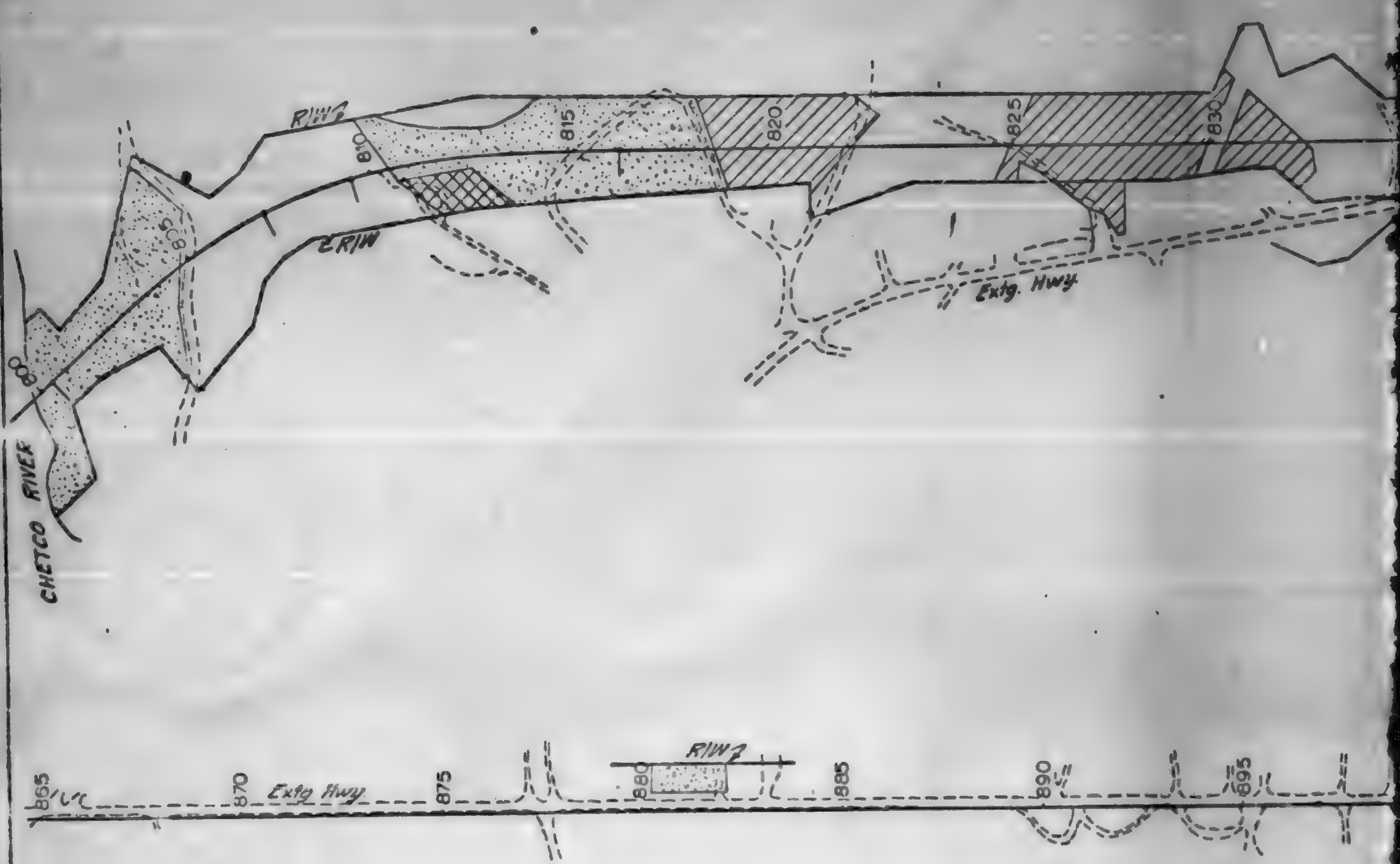
Encl.

I concur in the above.

Date 12-11-70

Richard Geary, District Manager
Peter Kiewit Sons' Co.

AREAS OF RESTRICTED R



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Contractors May Not O
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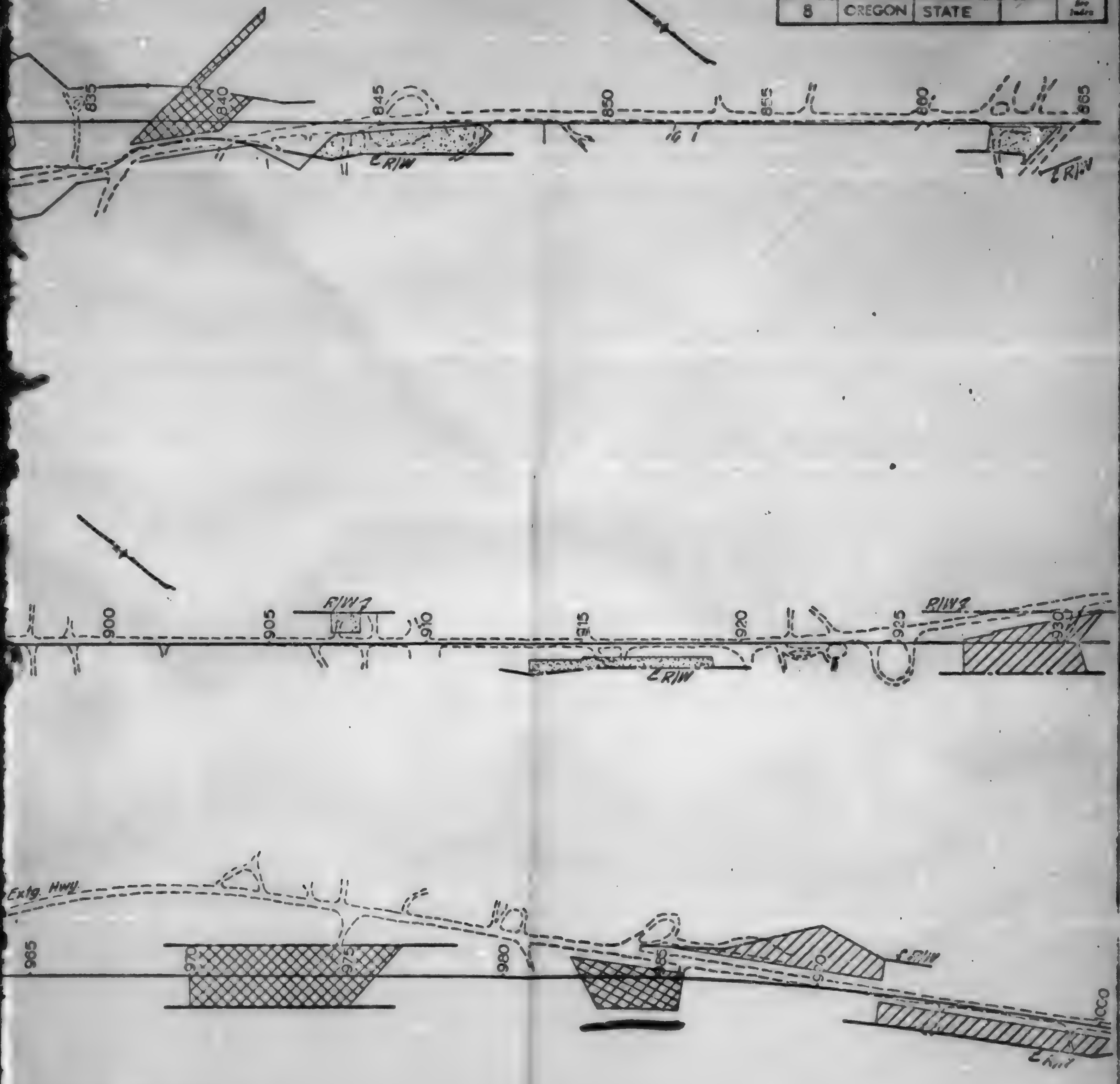
ED RIGHT OF WAY

BROOKINGS-WINCHUCK RIVER SEC. OREGON COAST HIGHWAY CURRY COUNTY				SHEET No. 2H
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index



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y Not Occupy R/W Areas
▨ Prior To January 1, 1971
▨ Prior To January 15, 1971
▨ Prior To April 15, 1971

RECEIVED
DEC 10 1970
FOR [illegible]

8-1111
7510

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
December 9, 1970

To: Mr. L. H. Young
Program and Planning Engineer

BUILDING

SUBJECT: 43859 - Freeman
Brookings-Winchuck River Section
Oregon Coast Highway
Curry County

We have received an option on that part of Mrs. Freeman's property containing her home at approximately Station 985.

This option provides that she will have until April 1, 1971 to move her home to some alternate site. This hold is not provided for on the restricted right of way drawing 2H. Consequently, before awarding the contract please request the contractor to approve an amended sheet 2H showing this property.

Copies of this sheet showing our suggested revision are enclosed.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ph

cc Tom Edwards
Frank Hall
L. W. Riley

[illegible]

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DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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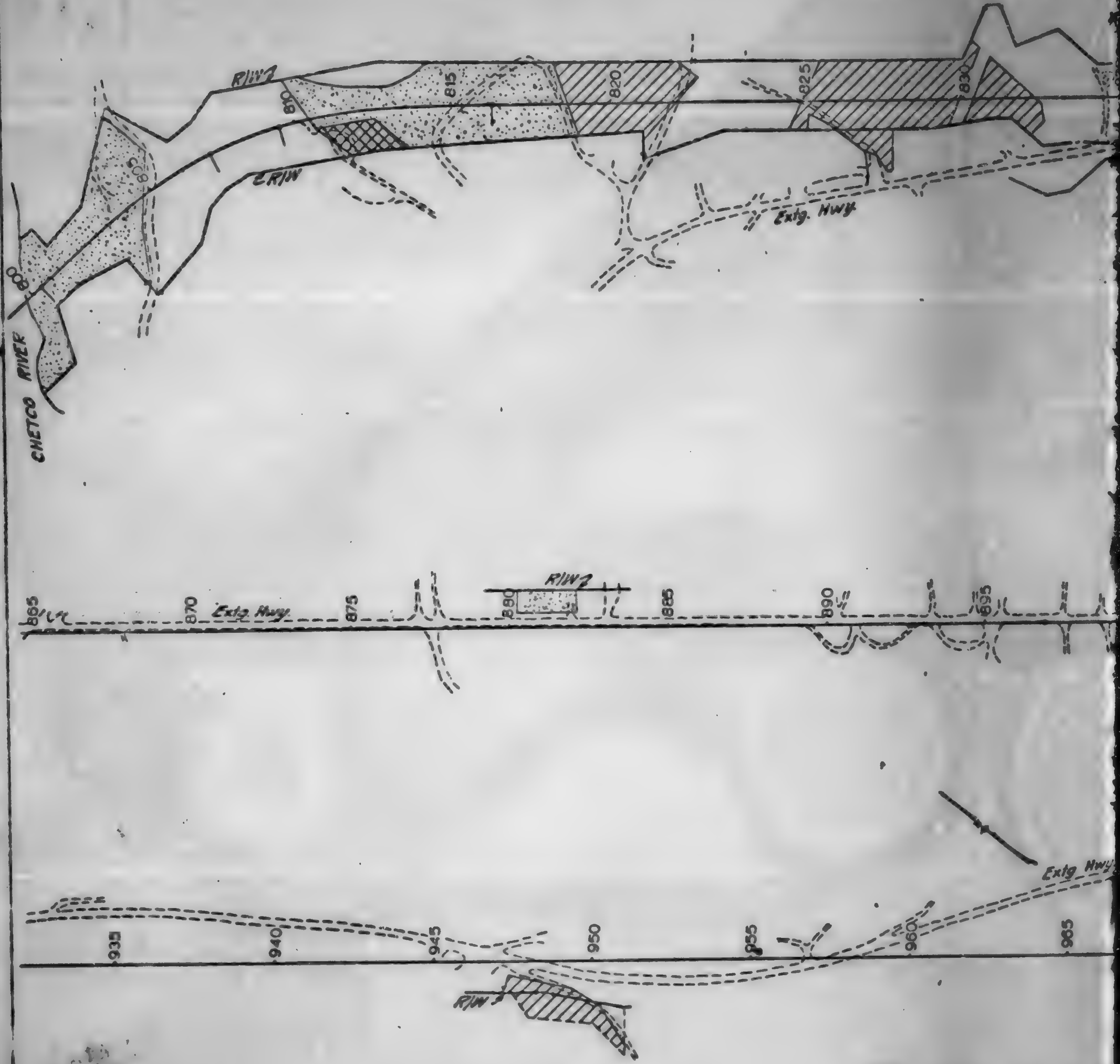
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Note:
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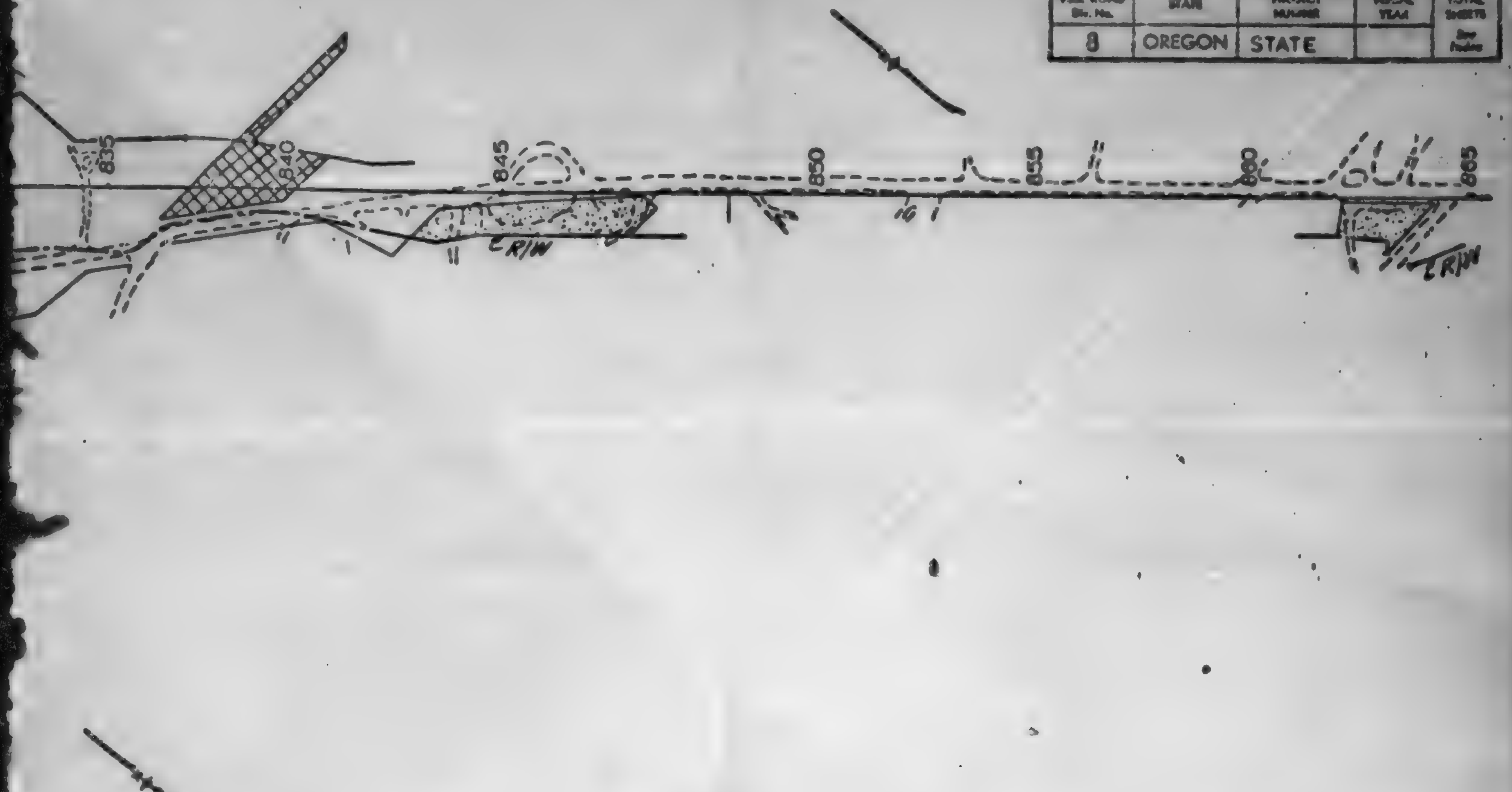
D RIGHT OF WAY

BROOKINGS-WINCHUCK RIVER SEC. OREGON COAST HIGHWAY CURRY COUNTY				SHEET No. 2H
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index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lot Occupy R/W Areas

☐ Prior To January 1, 1971

▨ Prior To January 15, 1971

▩ Prior To April 15, 1971

DEC 1

8-1111

7510

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

December 3, 1970

Mr. and Mrs. John C. Musser
Route 1, Box 89
Brookings, Oregon 97415

Dear Mr. and Mrs. Musser:

Thank you for your letter offering opposition to a proposed informational building on the property of Mrs. Carol Freeman, which may be in conjunction with the highway improvement project soon to be undertaken.

I will see that your letter has the attention of the Highway Commission, and I know that they will attempt to do the best they can in developing an area that will have mutual acceptance. While I cannot give you a positive reply at this time, I do know that the Commission will carefully review the matter.

Sincerely,

Governor

TM:ma

bcc: R. L. Porter

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Verbatim to draft

NOTED
R. L. PORTER

COPY

LAUSSER TO HWY 11/27

Rt 1. Box 89
Brookings, Oregon 97415
Nov 23, 1970

Dear Sir:

This is to inform you of our objection to the proposed rest area or information center located on Carol L. Drumms property south of Harbor. This is located in the proposed right away for the Brookings Winchuck Freeway.

Having property very close to the area, we feel a rest area to be a detriment and damage to our property and waste of the State of Oregon tax money.

We feel this to be a very poor choice of location for this purpose.

It appears the State of Oregon has already purchased land suitable for this purpose at the mouth of the Winchuck River.

We feel it unjust to Mr. Zruman to condemn property for the purpose of a rest area and a needless waste of land and the peoples tax money.

NOV 27 1970

Yours truly
Mr. and Mrs. John C. Fraser

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NOV 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 4 - 1970
FOR FILING

8-1111
7510

December 3, 1970

Mrs. Carol Lee Freeman
Winharbor Farm
Harbor, Oregon 97415

Dear Mrs. Freeman:

Since our telephone conversation last week, I have reviewed the design of the proposed highway improvement between the Winchuck River and Brookings and have discussed the matter with the Highway Commission.

It is not possible to introduce sufficient curvature in this alignment unless we would accept a very substandard design. It is the Commission's policy that the best facility possible should be constructed that is in line with practicability and with available financing.

As to the tract of your property that will be severed by the proposed construction and the old highway, which consists of approximately three acres and which could be used for a roadside rest area or an informational office, it is the Commission's desire to acquire this by negotiation only. If we cannot arrive at a mutually satisfactory settlement, the Commission will not attempt to acquire this by condemnation proceedings.

It is not the intent of the Highway Commission to take anyone's property for anything less than its fair market value. It is hoped that this matter can be settled by negotiation and our Right of Way people are available to work with you at any time.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Frank Hall
D. H. Moehring
C. T. Kassey

11-27-70

INFO RE CAROL FREEMAN NEGOTIATION PHONED BY FRANK MC KINNEY

6.7 acres for right-of-way
3.0 acres for information site
9.7 acres - total

Offered $70,000

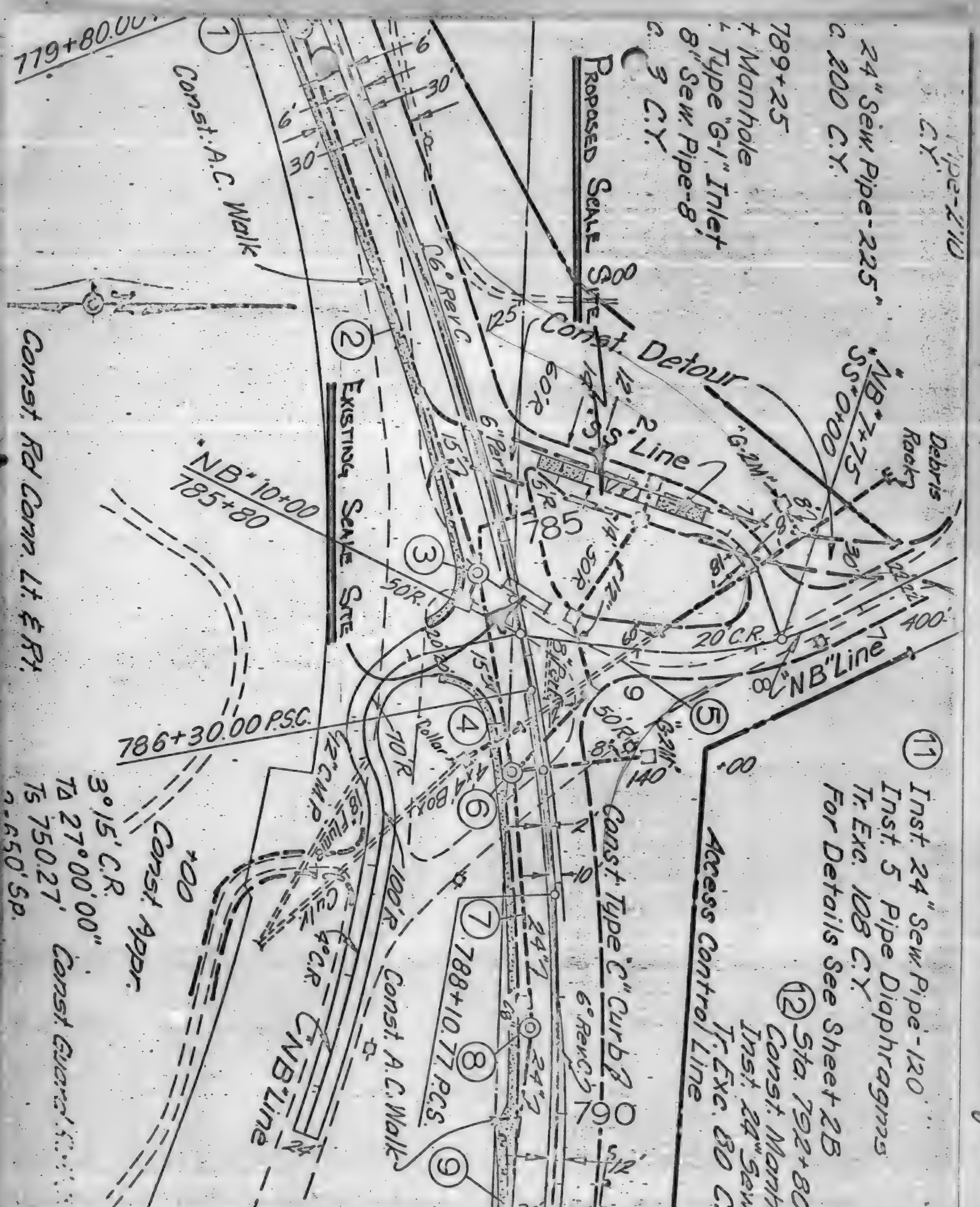
Negotiation report filed in October. Mrs. Freeman did not refuse or accept offer but wanted more time to think about it. She has a 78-acre dairy farm and the taking includes all her buildings (house, barn, sheds, etc.).

Frank has file and map if you wish to discuss it further.

NOTED
R. L. PORTER

fn

NOTED
R. L. PORTER


779+80.00
①
Const. A.C. Walk
Proposed Scale Site
②
Existing Scale Site
"NB" 10+00
785+80
③
50' R.
786+30.00 P.S.C.
④
⑥
12" C.M.P.
4x4 Box
70' R
100' R
4' C.R.
Const. A.C. Walk
"NB" Line
⑦
788+10.77 P.C.S.
⑧
⑨
785
790
6" Rev. C.
15'
Const. Detour
"S" Line
"G-2M"
50' R.
20 C.R.
"NB" Line
⑤
Const. Type "C" Curb
Access Control Line
"NB" 7+75
"S" 0+00
Debris Rack
400
+00
Const. Appr.
3°15' C.R.
Δ 27°00'00"
Ts 750.27'
650' Sp.
Const. Rd Conn. Lt. & Rt.
Const. Guard
Pipe-210
C.Y.
24" Sew. Pipe-225'
200 C.Y.
789+25
Manhole
Type "G-1" Inlet
8" Sew. Pipe-8'
3 C.Y.
⑪ Inst. 24" Sew. Pipe-120'
Inst. 5 Pipe Diaphragms
Tr. Exc. 108 C.Y.
For Details See Sheet 2B
⑫ Sta. 792+80
Const. Manhole
Inst. 24" Sewer
Tr. Exc. 80 C.Y.

RECEIVED
NOV 13 1970
FOR FI

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101-Curry

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 4, 1970

Mrs. Carol Lee Freeman
Winharbor Farm
Harbor, Oregon 97415

Dear Mrs. Freeman:

Thank you for your letter concerning the Highway Division's attempted right-of-way acquisition of a portion of your property near Brookings.

I am advised that on October 9 a condemnation action was filed. Insomuch as this is now a court matter, I do not believe that I should comment on the terms or features of the negotiation as this will be properly handled by the local court.

The Highway Division undertook this improvement only after strong local demand for an improved US 101 facility. I know it is not always convenient for private individuals to give up portions of their property for public right-of-way. It is not the Highway Commission's intention that you be paid anything except just compensation and if this cannot be settled by negotiation, we must rely upon the court to protect everyone's interest.

I appreciate your writing to me and hope that the matter will soon be resolved.

Sincerely,

Governor

NOTED
R. L. PORTER

TM:ma

bcc: R. L. Porter

RECEIVED
NOV 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

FREEMAN TO ~~WELFARE 10/13~~ Hwy 10/16

WINHARBOR FARM
HARBOR, OREGON 97415
October 12, 1970

REFERRED TO Edwards
FOR Draft Reply
R. L. PORTER

L-6329 (filed Oct. 9)

CERTIFIED MAIL

Governor McCall
Salem, Oregon

Oregon State Highway Department
Salem, Oregon

R-43759
Brookings-Winchuck River
Section
Oregon Coast Highway

Dear Sirs:

On September 1, 1970 my lessee, Don [illegible], Jr., vacated the property and buildings that are located within the above captioned section of proposed highway. The property involved contains 70 acres more or less of dairy farm land and bulb land with the barns and dairy house and some 9 acres being located within the proposed right of way, which makes the operation of the economic unit impossible.

The amount of rent loss to December 1, 1970 is $1200.00. To date the State of Oregon has not filed condemnation papers but has made an offer for legal option.

Please advise.

Yours very truly,
Carol Lee Freeman
Carol Lee Freeman

OCT 13 1970

RECEIVED
OCT 15 1970
Administrator
PWD

[illegible] 12/9

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OCT 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

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AYR 514

November 27, 1970

Board of County Commissioners
Curry County
Courthouse
Gold Beach, Oregon 97444

Attention: Bernard I. Mather
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a throughway-abandonment agreement covering the Brookings-Winchuck River Section of the Oregon Coast Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached.)

H

RECEIVED
NOV 6 - 1970
FOR FILING

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November 6, 1970

Oregon State Highway Commission

Gentlemen:

The Curry County Board of Commissioners has signed a throughway-abandonment agreement which, when approved, will clear the way for construction of the Brookings-Winchuck River Section of the Oregon Coast Highway.

This agreement stipulates that the State is to construct and maintain the project and is intended to cover right-of-way acquisition, grading, drainage, base, paving, signing, and a new bridge crossing the Chetco River. The County accepts the State's recommendations for the closure of certain roads and agrees to cooperate with the State to effect the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. Upon completion of construction and the opening of the new section to traffic, the County is to accept all right, title and interest and assume all jurisdiction, maintenance and control of three segments of the existing highway which are to be bypassed. The ~~three~~ two segments total just over one mile in length.

The project is included in the State Bond ('70) Program and is currently scheduled for contracting at the December 3 bid opening, with an estimated cost of $3,850,000. A companion agreement with the City of Brookings has already been approved.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
Frank Hall
F. D. Morgan
L. H. Young
H. S. Cox
C. T. Keasey
V. E. Skoog

MCH:ljt sr

Klaboe

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NOV 10 1970
FORM 2-20-X (12-67)
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
November 5, 1970

To: Mr. Frank Hall
Design Engineer

DESIGN

SUBJECT: Supplement
Brookings-Winchuck Section
Oregon Coast Highway
Curry County

As a supplement to my letter of October 23, 1970, please include in your specifications a hold on File 44001 between Station 837 and Station 840 until February 3, 1971.

This file was previously optioned and we recently discovered that the person signing the option had no interest in the property. It was necessary to get a new option from the legal owner. This involved a new possession date.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

F. B. KLABOE

JRO:ph

cc F. B. Klaboe
C. T. Keasey
L. W. Riley
Frank Lowe
Armand Riveness

RECEIVED
NOV 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Klaboe

OCT 27 1970
FORM E-3C (REV. 10-69)
FILING

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[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 23, 1970

SUBJECT: Brookings-Winchuck Section
Oregon Coast Highway
Curry County

To: Mr. Frank Hall
Design Engineer

DESIGN

Please amend the specifications on the above project to hold the attached list of properties out of the contract until the dates shown. This tabulation shows the file number, the last name of the property owner, the location of the property on the project, the date of possession and the reason other than condemnation or a recent Option that the property must be held.

You will note that on three properties the reason is shown as best estimate. These properties are not optioned and are not filed upon.

We believe at this time that we will have them either optioned or filed upon to have them optioned by the date shown.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

NOTED
F. B. KLABOE

JRO:ph

Attachment

cc F. B. Klaboe
C. T. Keasey
L. W. Riley
Frank Lowe
Armand Riveness

RECEIVED
OCT 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82475-734

Form E-40—30M—

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET
SHEET .... OF .... SHEETS

File	Name	Lt.Rt.Both	Sta. to	Sta.	Date Possession		Reason	
43977	Brymer	both	800	806	12/23/70		Condemnation	
43982	Ebert	right	810	814	1/2/71			
43985	Thompson	both	814	818	12/23/70			
43986	McCulloch	both	817	821	1/5/71			
44496	Berry	both	825	830	1/10/71		Optioned this week	
43996	Gudger	both	830	833	1/7/71			
44004	McAdams	right	843	848	12/22/70			
44002	Langworthy	right	862	864	12/23/70			
43821	Dillenburg	left	880	882	12/22/70			
41957	Felipe	left	907	908	12/29/70			
43843	Rose	right	913	919	12/30/70			
43850	Colegrove	right	927	931	4/1/71		By agreement	
43856	Anderson	right	947	951	4/1/71		Best estimates	
43859	Freeman	both	970	976	1/13/71			
43861	Randall	left	985	992	4/1/71		Best estimates	
43860	Hastings	right	992	1000	4/1/71		Best estimates	

RECEIVED
NOV 5 1970

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 3

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

8-1111

7510

Hoffman's Gift Shop
1011 Chetco Avenue
Brookings, Ore. 97415

November 2, 1970

Dear Mr. Hoffman:

I am enclosing herewith two xerox copies of our location map showing the new alignment of Highway 101 at the North Bank Chetco River Road and the South Bank Chetco River Road. The new highway alignment is colored in brown with the proposed right of way line colored orange.

The map for the North Bank Road does not indicate the new design showing the truck scales. The red line through the State-owned property colored in blue indicates the approximate new access control line which will be needed for the new truck scales.

I hope the enclosed maps will be of some help in arriving at a location for the Brookings-Harbor Chamber of Commerce Information Center.

Very truly yours,

John Quiner II

JOHN QUINER II
Regional Construction Engineer

JQII/cw
Enc.
cc E. S. Hunter

NOTED
E. S. HUNTER

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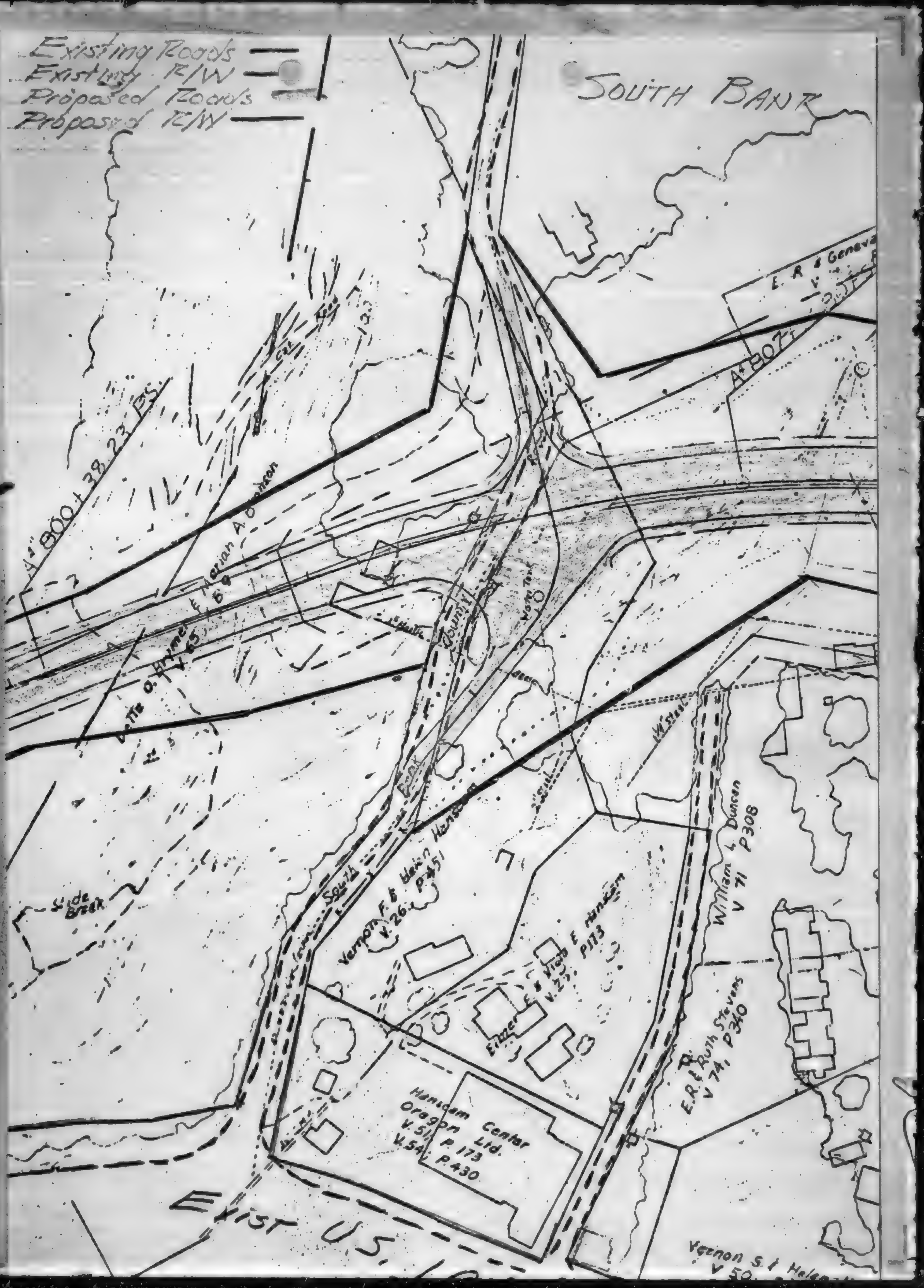
NOV 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER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Existing R/W
Proposed Roads
Proposed R/W
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E. R. & Geneva
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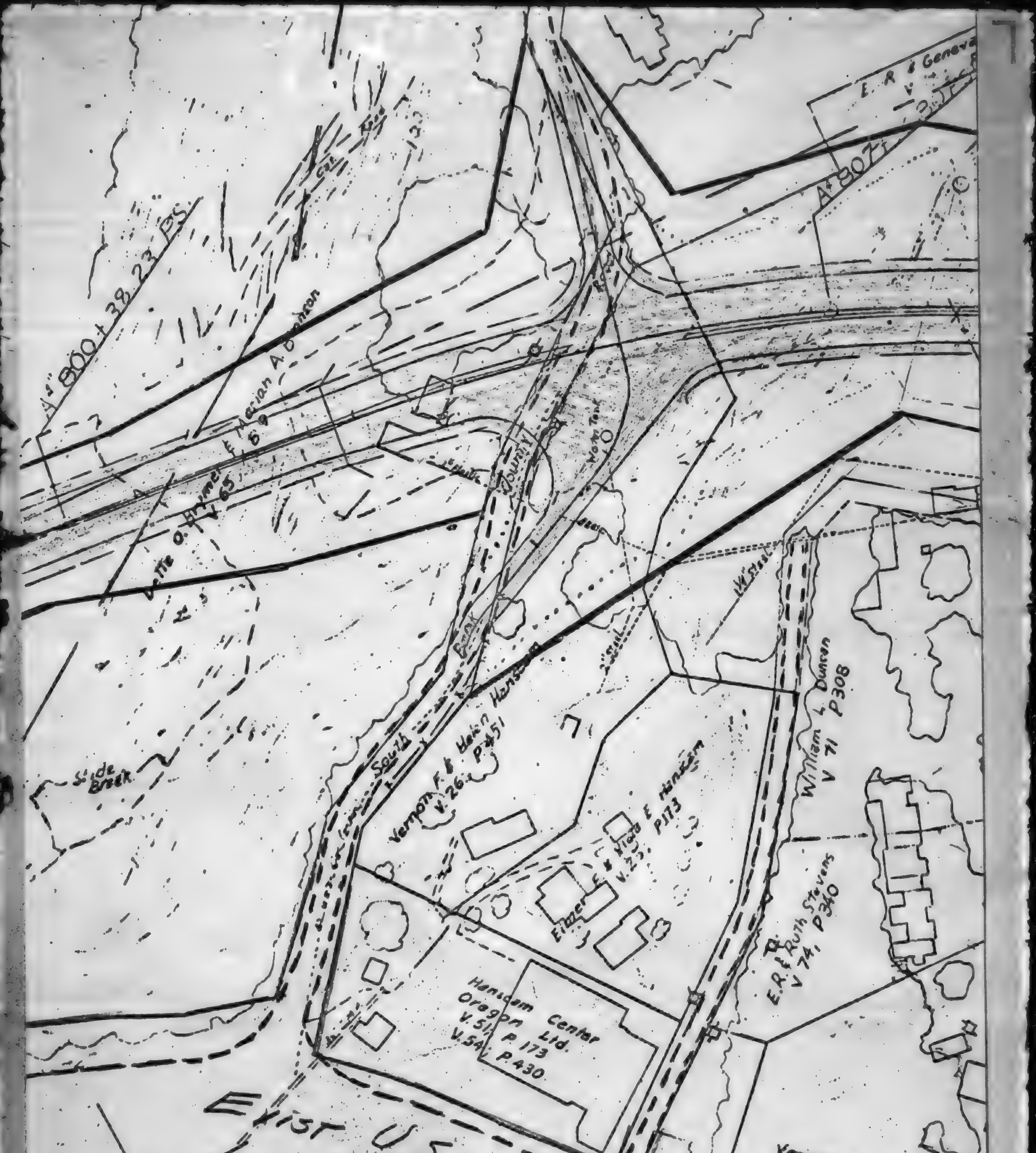
A+800+38.23 P.S.
Marian A. Duncan
Lottie O. Hymes
V.63
Slide Break
South Road
Vernon F. & Helen Hanscom
V.26 P.451
Elmer F. & Viola E. Hanscom
V.25 P.173
William L. Duncan
V 71 P308
E.R. & Ruth Stevens
V 74, P340
Hanscom Center
Oragon Ltd.
V.51 P.173
V.54 P.430
EXIST U.S.
Vernon S. & Helen
V 50


E. R. & Geneva
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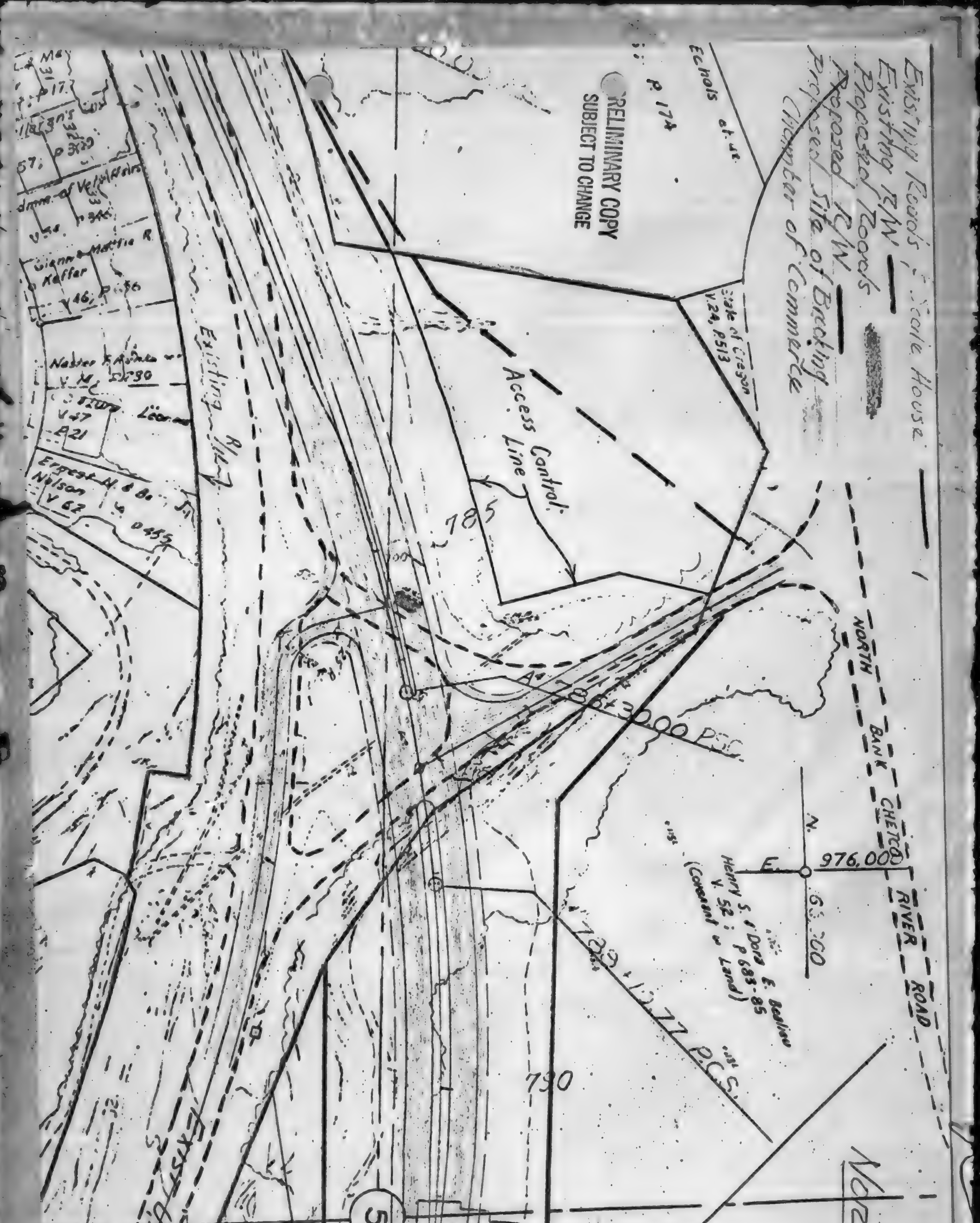
A+800+38.23 P.S.
Marian A. Duncan
6 9
Lottie O. Haymer
V 65
County Road
Note Tank
South ... Road
W. Steel
Side Break
Vernon F. & Helen Hanscom
V. 26, P. 451
Elmer E. & Viola E. Hanscom
V. 23, P173
William L. Duncan
V 71 P308
E.R. & Ruth Stevens
V 74, P 340
Hanscom Center
Oregon Ltd.
V. 51, P. 173
V. 54, P. 430
EXIST U.S. 101
Vernon S. & Helen Hanso
V 50, P 220


Existing Roads ; Scale House
Existing R/W
Proposed Roads
Proposed R/W
Proposed Site of Brooking Chamber of Commerce
PRELIMINARY COPY SUBJECT TO CHANGE
Echols et ux
P. 174
State of Oregon V.24, P.513
Access Control Line
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786+30.00 P.S.C.
789+13.77 P.C.S.
790
NORTH BANK CHETCO RIVER ROAD
N.
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976,000
Henry S. & Dora E. Boalow V. 52; P 685-85 (Covenant w Land)
Existing R/W
Existing 101
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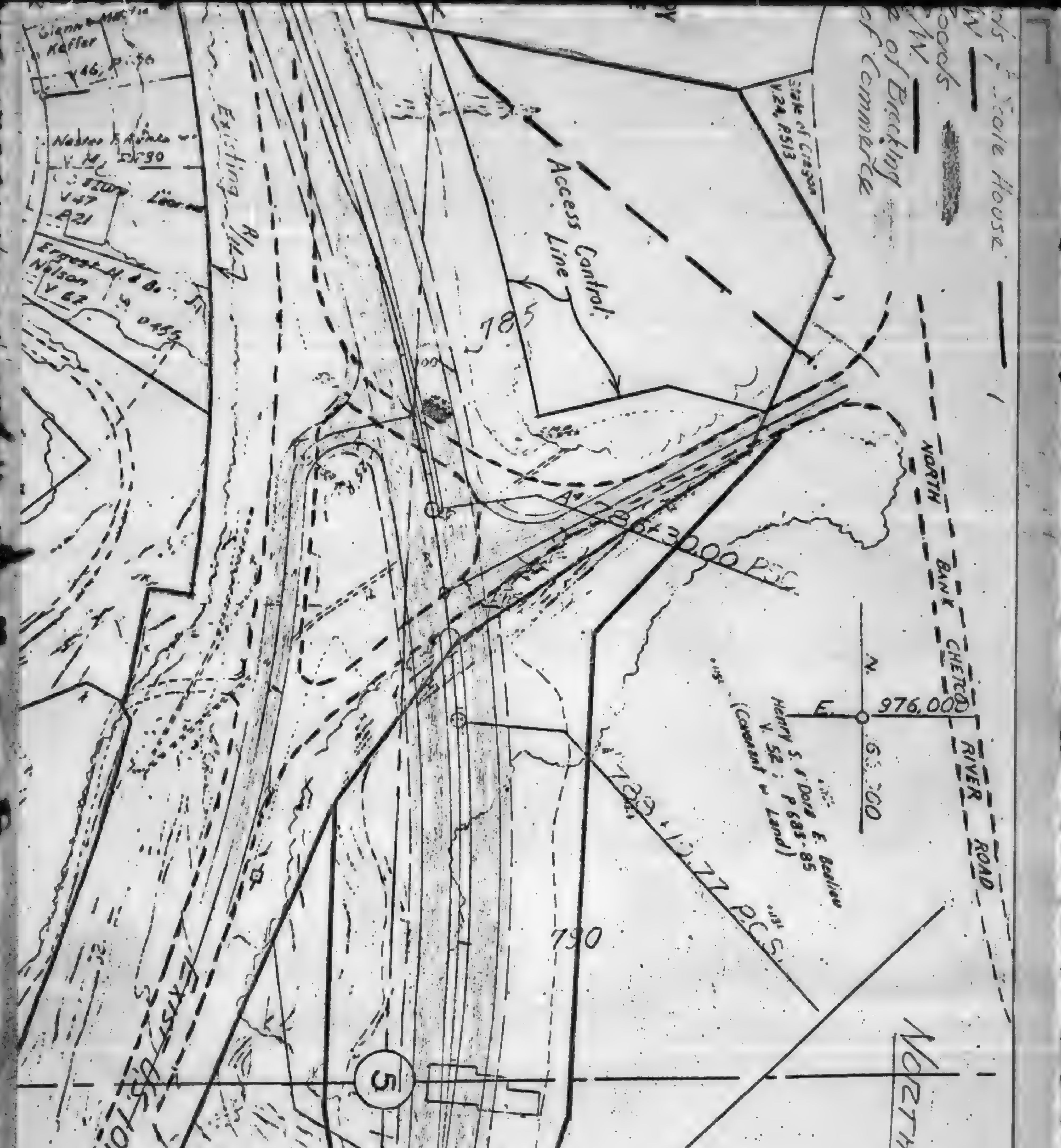
North
Gianni Mattie R. Keffer V 46; P 36
Ernest H. & Bo... Nelson V 67 P 455
V 47 P 21


Glenn & Mattie Keffer
V46, P.56
Nester ... V 41 ... 790
V 47
P.21
Ernest H. & ...
Nelson
V 67
P.455
Existing R/W
Access Control Line
State of Oregon
V.24, P.513
Scale House
of Brooking
of Commerce
785
A 786+30.00 P.S.C.
NORTH BANK CHETCO RIVER ROAD
N.
E.
976,000
63 ,00
Henry S. & Dora E. Beslieu
V. 52 ; P 683-85
(Covenant & Land)
789+13.77 P.C.S.
790
5
EXIST 101
NORTH BANK
Shed

RECEIVED
AUG 25 1970
FOR FILING

Const
R/W
101 - Curry

Sp

August 24, 1970

Oregon State Highway Commission

Gentlemen:

The council members of the City of Brookings have adopted a resolution authorizing their City Officials to enter into an agreement concerning construction of the Brookings-Winchuck River Section of the Oregon Coast Highway.

This agreement provides for construction and maintenance of the entire project by the State and covers right-of-way acquisition, grading, base, paving, signing, and a new bridge crossing the Chetco River. The City concurs with the State's recommendations pertaining to the closure of certain city streets and also agrees to cooperate with the State to effect the relocation or adjustment of any utility facilities which may be in conflict with the plans for the project. Upon completion of construction and the opening of the new section to traffic, the City agrees to accept all the State's right, title, interest, jurisdiction, maintenance, and control of that portion of the existing Oregon Coast Highway which is to be bypassed by the new construction and lying within their jurisdictional boundaries.

The project is tentatively scheduled for contract at the December 3 bid opening with an estimated cost of $5,850,000 to be financed through the sale of State bonds.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the September 29 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
Ivan Marchant
D. J. Barbee
L. H. Young
V. E. Skoog
H. S. Cox
C. T. Kessey

MCH:lat sr

[illegible]
AUG 13 1970
FOR FILING

8-1111
7510

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 4, 1970

SUBJECT: Utility Passage-Chetco River Bridge
Brookings-Winchuck Section
Oregon Coast Highway

To: Mr. I. D. Merchant
Bridge Engineer
SALEM

The latest bridge plans I have seen on the subject structure indicate provision for four utility ducts - 1-8" and 1-12" on each side of the bridge.

In a recent meeting with the Curry County Court, they brought up the matter of provision for possible future water and sewer duct holes across this bridge to save the expense of trenching these facilities across the river bottom.

I asked our Region Utilities Engineer, John Holcomb, to review with the county, city, Harbor Water District and other utilities their possible future needs for river crossings.

I now have a letter, copy attached, from the Curry County Court requesting a total of seven utility duct holes to accommodate present and future needs.

I realize that we do not usually provide for utilities in our structures unless we have specific requests. I have always felt that when design permits, we should provide for additional future utilities or expansion of current utilities wherever possible and especially on the larger river crossings such as this one.

Some of the duct holes requested may never be used in the lifetime of the structure, but the savings in cost to the utility user or to the taxpayer would be quite significant over the heavy expense of providing a separate river crossing below the bed of the river.

Because of my limited knowledge of bridge design, I can't say whether or not we could accommodate all of the requested facilities, but I think we should go as far as we reasonably can in this regard.

NOTED
A. E. JOHNSON

Would you please have this checked out and advise me as to how many and what sizes of these requested facilities we could and will provide for in this structure.

CT Keasey

C. T. KEASEY
Regional Engineer

CTK/cw
Attach.
cc A. E. Johnson ✓
R. A. Sandmann

RECEIVED
AUG 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Mack Arch on the Curry Coast

IRA W. TUCKER
CHAIRMAN
GLEN R. HALE
COMMISSIONER
GENE COLEGROVE
COMMISSIONER

July 31, 1970

Mr. John E. Holcomb
Division Utilities Engineer
Highway Division
Department of Transportation
P O Box 1128
Roseburg, Oregon 97470

Dear John:

In reply to your request that Curry County indicate in writing the desired allowances for utility passage through the proposed Chetco River Bridge on U. S. Highway 101 at Brookings, we submit the following:

Utility	Hole sufficient in size to accommodate a pipe the size of:	No. of Holes	Side of Bridge
Water	10"	1	East
Sanitary Sewer (forcemain)	6"	2	West
Telephone	?	1?	----
Gas	8"	1	----
Additional for future unknown	8"	2	----
Crawl Holes	-	2	Both sides necessary?

Within the next five years, we anticipate Water and Sewer connections between Brookings and Harbor for both Residential and Heavy Commercial Use (including canneries, etc.). These two utilities have Top Priority for passageway through the new Bridge as far as we are concerned.

Your prompt attention will be appreciated.

Yours truly,

CURRY COUNTY BOARD OF COMMISSIONERS

Tucker
Ira W. Tucker, Chairman

Glen R. Hale
Glen R. Hale, Commissioner

Gene Colegrove, Commissioner

cc: Mr. Si Cox
City & County Relations
Oregon State Highway Department

RECEIVED
AUG 6 - 1970
FOR FILING

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

TOM McCALL
GOVERNOR

JOHN M. FULTON
Director

8-1911

7510

NOTED
R. L. PORTER

August 3, 1970

Mr. Frederic H. Starkweather, Jr.
Starkweather and Higashi
Box 704
Gold Beach, Oregon 97444

NOTED
F. B. KLABOE

Klaboe
(info)

Dear Mr. Starkweather:

Since Writing to you on July 28, the State Highway Division has completed a review of the problems experienced by Mr. and Mrs. Jules Thompson about which you wrote me on July 20.

This investigation discloses that the Right of Way Section of the State Highway Division has carefully followed the rules and regulations contained in and issued pursuant to the Federal-aid Highway Act of 1968. Some aspects of this legislation may be new to you. Among other things it requires:

1. The payment of moving costs and the possible payment of other relocation additives to both landowners as well as tenants if their property is disturbed by a proposed highway project.
2. Personal contact with each person who may be displaced to explain relocation payments and assistance that are available pursuant to the federal guidelines.

The penalty for not following these regulations is serious. It would pre-empt Oregon from securing federal aid now or at any time in the future for a particular section of highway construction.

In the incident you have cited I find that Right of Way Agent Joseph Morgan first contacted Mr. and Mrs. Thompson on May 5, 1970. At that time he requested and was furnished the name of each trailer owner and the additional data he needed to determine their eligibility for benefits under the Federal Act. Since that date various tenants have been contacted. In a number of instances they

NOTED
TOM EDWARDS

have requested that Mr. Morgan return to further explain possible benefits and applicable requirements. In the course of these conversations Mr. Morgan indicated that the state would need this property sometime in October.

I also found that on May 27, 1970, you informed the Right of Way Agent that you represented the Thompsons. Mr. Morgan subsequently called on them to pick up some material he had loaned to them. At that time Mr. and Mrs. Thompson indicated that they wanted to discuss the proposed acquisition. In conformity with established policy of the Highway Division, Mr. Morgan informed them that he was required to confine his discussions and negotiations with their attorney. The Thompsons at that time told Mr. Morgan that they had consulted you only about an appraiser.

My conclusion is that this seems to be more a question of misunderstanding than anything else. It does not appear, despite the statements in your letter, that Mr. Morgan has acted improperly. He has only been following those rules and regulations that are necessary in order to comply with Federal directives.

Sincerely,

Director

JMF:j
cc: R. L. Porter
State Highway Engineer

RECEIVED
AUG 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1970
FOR FILING

8-1111
7510

July 29, 1970

Mr. John M. Fulton, Director
Department of Transportation
129 State Highway Building
Salem, Oregon 97310

Dear John:

This is in response to your July 21 request concerning a right-of-way negotiation with Mr. and Mrs. Jules Thompson of Harbor, who may be represented by Frederic R. Starkweather, Jr., Attorney at Law, Gold Beach.

The Right of Way Section of this agency follows rules and regulations that were contained and issued pursuant to the Federal-aid Highway Act of 1968. This federal legislation requires the payment of moving costs and possible payment of other relocation additives to both landowners and tenants if their property is disturbed by a proposed highway project. Failure to follow these regulations would forever preempt the State from securing federal-aid now or at any time in the future on a particular section of highway.

Federal regulations require personal contact with each person who may be displaced to explain relocation payments and assistance that are available under the federal provision.

In the instance cited, we find that Right of Way Agent Joseph Morgan first contacted Mr. and Mrs. Thompson on May 5, 1970. At that time, he requested, and was furnished, the name of each trailer owner and other data necessary to determine their eligibility for benefits under the federal act. Since that time, various tenants have been contacted and, in several instances, they have requested that the agent return to offer further explanation of possible benefits and requirements that are necessary in order to be eligible. In the course of these conversations, it has been mentioned that the State would need the property sometime in October.

I further find that on May 27, 1970, after Mr. Starkweather had informed the Right of Way Agent that he represented the Thompsons, the agent returned to pick up a map or some other data that he had loaned to them. When Mr. and Mrs. Thompson wished to discuss the acquisition, the agent informed them that he was required under Highway Division policy to confine his discussions and negotiations only with their attorney. The Thompsons at that time told the agent they had only consulted Mr. Starkweather regarding an appraiser.

While there may be misunderstanding between Mr. Starkweather and Mr. Morgan, I can find no evidence that the agent has acted improperly. I believe he is following those regulations that are necessary in order to comply with all rules and regulations governing this type of situation.

If anything further is needed, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
Victor D. Wolfe
D. H. Moehring

RLP:fn sr

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

TOM McCALL
GOVERNOR

JOHN M. FULTON
Director

Florence
BU Aug 7
RLP

July 21, 1970

TO: R. L. Porter
State Highway Engineer

FROM: John Fulton

PROPERTY OF MR. & MRS. JULES THOMPSON

Dear Rod:

You probably already have reviewed a copy of the letter written me by Starkweather and Higashi about the acquisition of the property of Mr. & Mrs. Jules Thompson of Harbor, Oregon. In the event this didn't reach you a copy is attached. I will appreciate word from you once you have had a chance to investigate the charges Starkweather makes.

John

JMF j
attachment

RECEIVED
JUL 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

LAW OFFICES OF
STARKWEATHER AND HIGASHI
SUCCESSOR TO
LAW OFFICE OF
FREDERIC H. STARKWEATHER, JR.
BOX 705
GOLD BEACH, OREGON 97444
Phone: 247-6613
247-7512

FREDERIC H. STARKWEATHER, JR.
THOMAS Y. HIGASHI

RECEIVED
JUL 22 1970
RIGHT OF WAY

July 20, 1970

REFERRED TO Moering
FOR R. L. PORTER
Draft Please

Mr. John Fulton
Director, Department of Transportation
129 Highway Building
Salem, Oregon 97310

Dear Mr. Fulton:

Re: Jules Thompson

This office represents Mr. and Mrs. Jules Thompson of Harbor, Oregon. We are writing to protest the actions of the State Highway Department, and more particularly Mr. Joseph Morgan, in regard to the attempted acquisition of their property. These actions have become harrassing and have caused severe financial loss to the Thompsons.

A portion of the Thompsons' property which the State wishes to acquire, is used and operated as long term rental sites for mobile homes. When Morgan first contacted the Thompsons, he told them they would be informed of a date by which they would have to vacate. They have never been informed. He also gave them an option form stating a price that is not acceptable. They have retained this office and Mr. Morgan was personally informed of this.

The Thompsons plan to rebuild on adjacent property, and had anticipated that their tenants would move into the new area. Because of the large expense involved, they were anticipating that as soon as possible they could draw a portion of the State's offer and rebuild in time for the tenants to move.

In the latter part of June we were informed by the Thompsons that Morgan had been out to visit the various tenants without the permission of the Thompsons. He began advising them that they would have to vacate the premises by October 1, 1970. When we first heard of this, we called Leonard Lindas, Assistant Attorney General--Counsel and complained bitterly. If the tenants were stampeded into moving, not only would there be immediate loss of income to the Thompsons, but it would be a long time until they could get replacement tenants. There were also other complaints against Morgan for other actions he had taken.

Mr. Lindas acted very promptly and subsequently we had a conference with Mr. Riley, your right-of-way agent from Roseburg. We went over our complaints in detail with him. He was very cooperative and agreed with us that if Mr. Morgan had been doing those acts complained of that Morgan was acting improperly. We thought the matter had been taken care of.

This morning we received a call from the Thompsons. They stated that Morgan had been out at least twice last week telling the tenants they had to move by October 1, 1970. As a result of this constant visitation several tenants have already left. We believe that others will probably be leaving. Morgan knows that the Thompsons intend to set up other facilities to take care of their tenants. He also knows that we represent the Thompsons. No firm offer has yet been made by the State. We can only deduce from the State's actions that the State is using this "squeeze play" to soften up our clients into a forced settlement as soon as an offer is made.

We consider these actions as deliberate and intentional interference against our clients' contractual relationship with their tenants.

Demand is made that these actions be immediately stopped. Notice is given that the State will be held liable for all damages suffered by the Thompsons.

Unless this matter can be satisfactorily resolved, we will consider Court action on behalf of our clients.

Very truly yours

STARKWEATHER AND HIGASHI

By: Frederic H.

RECEIVED
JUL 21 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

jw
cc: next page

cc:
The Honorable Tom McCall
State Highway Commission
Leonard Lindas
L. W. Reilly
The Honorable Lee Johnson
Frank McKinney
Marco Haggard

JUL

8-1111
7510

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Ser 507
24 July 1970

Mr. Ivan D. Merchant, P.E.
Bridge Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Merchant:

Please find enclosed the Permit authorizing construction of a bridge over the Chetco River at Mile 0.7, near Brookings, Oregon.

Your particular attention is directed to the several conditions of the permit. Falsework, if employed, will require a separate permit from this office.

Please keep this office informed on the progress of the work, including the date of start of construction and the date of completion of work.

Navigation lighting will be required for the bridge and the lighting approval will be forwarded under separate cover.

If further assistance is required, feel free to contact this office at any time.

Sincerely,

FAGoettel
F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Orig to Merchant 7-28-70
"Please handle"

Encl. (1) Permit

RECEIVED
JUL 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1970
BRIDGE DIVISION

NOTED
A. E. JOHNSON

NOTED
IVAN D. MERCHANT

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT
U.S. COAST GUARD
WASHINGTON, D.C. 20591

BRIDGE PERMIT
(99-70)

JUL 20 1970

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled General Bridge Act of 1946, as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance, and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of said act as transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U. S. Coast Guard in Title 49 Code of Federal Regulations, Part 1, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction and maintenance of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted plans and a map of location of a bridge to be constructed across the CHETCO RIVER at Brookings, Oregon;

NOW THEREFORE, This is to certify that the location and plan sheets 1, 2 and 4 (of 4) dated 6 March 1970 and sheet 3 revised 23 April 1970 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans shall be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, and in any case not later than ninety days after the bridge has been opened to traffic.

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, construction, or maintenance of said bridge.

RECEIVED
JUL 27 1970
BRIDGE DIVISION

JUL 20 1970

BRIDGE PERMIT: State of Oregon bridge across the Chetco River at Brookings,
(99-70) Oregon

4. All parts of the existing U. S. Highway 101 bridge, mile 0.7, shall be removed down to or below the natural bottom of the waterway and the waterway cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. A period of 90 days subsequent to the opening of the new U. S. Highway 101 bridge, mile 0.7, to traffic, will be allowed to remove such parts and to clear the waterway.

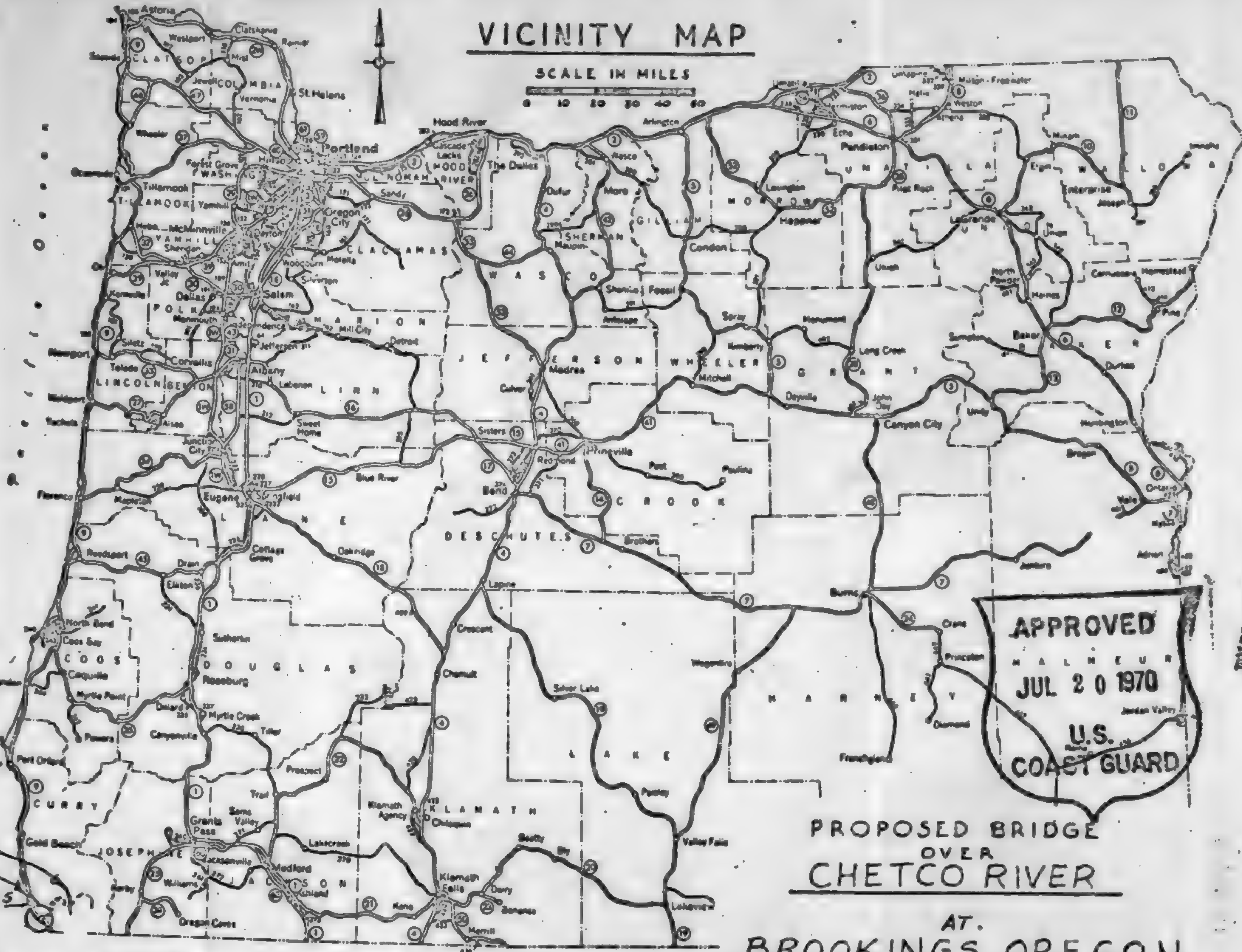
5. The approval hereby granted shall cease and be null and void unless the actual construction of the bridge be commenced within 2 years and completed within 4 years of the date of this permit.

H. D. Muth

H. D. MUTH
Captain, U. S. Coast Guard
Chief, Aids to Navigation Division

RECEIVED
JUL 27 1970
BRIDGE DIVISION

VICINITY MAP


SCALE IN MILES
0 10 20 30 40 50
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
YAMHILL
MULTNOMAH
HOOD RIVER
CLACKAMAS
POLK
MARION
LINCOLN
BENTON
LINN
LANE
COOS
DOUGLAS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
JEFFERSON
CROOK
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
WHEELER
GRANT
UNION
WALLOWA
BAKER
HARNEY
MALHEUR
Astoria
Portland
Hood River
The Dalles
Salem
Corvallis
Eugene
Bend
Pendleton
Burns
Roseburg
Medford
Klamath Falls
Lakeview
North Bend
Coos Bay
Gold Beach
Ontario

Proposed Bridge

Chetco River

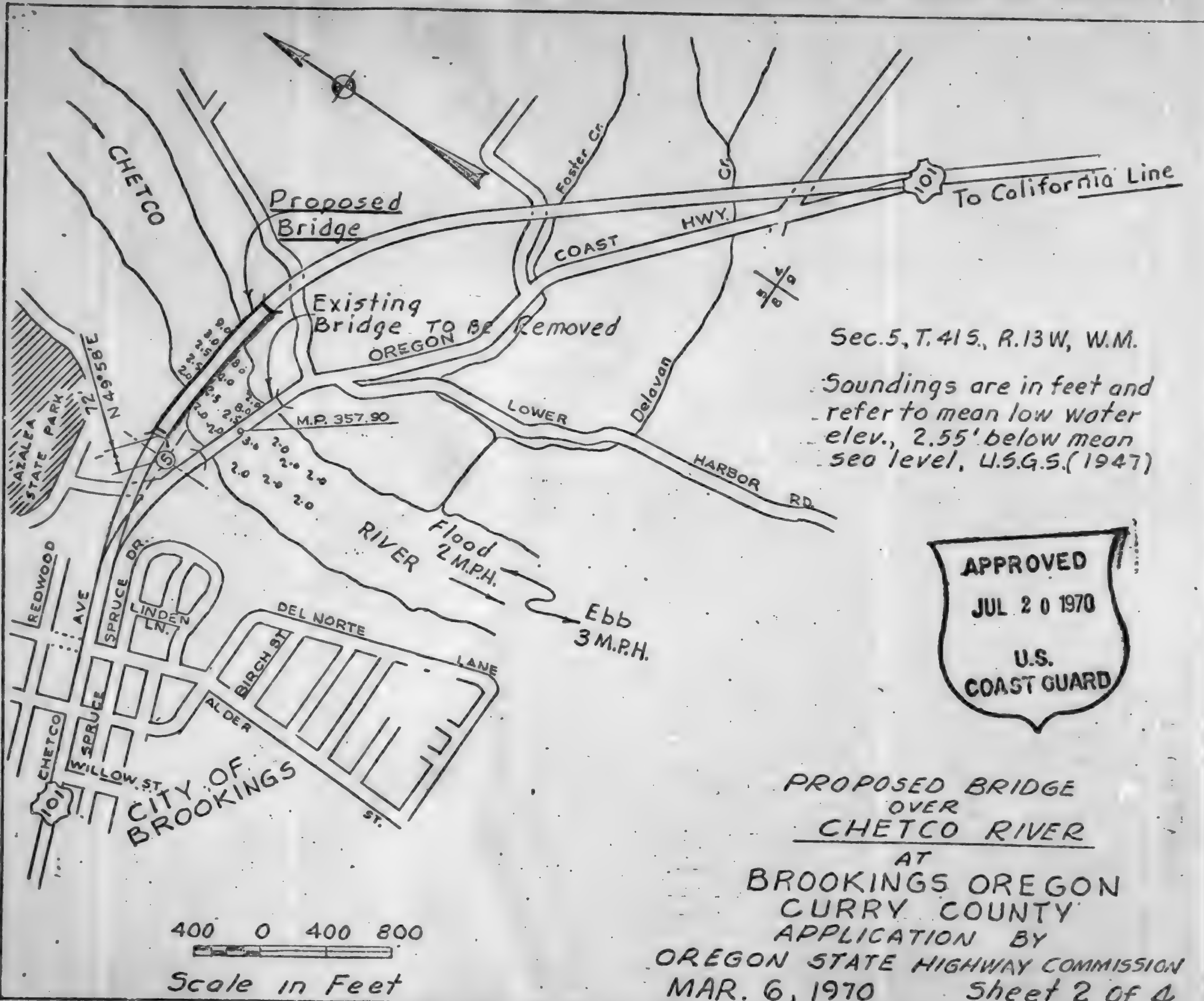
Brookings

APPROVED
JUL 20 1970
U.S. COAST GUARD

PROPOSED BRIDGE
OVER
CHETCO RIVER
AT.
BROOKINGS OREGON
CURRY COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 6, 1970 Sheet 1 Of 4

Approved: Port of Brookings
president
secretary

ENCLOSURE NO. 17

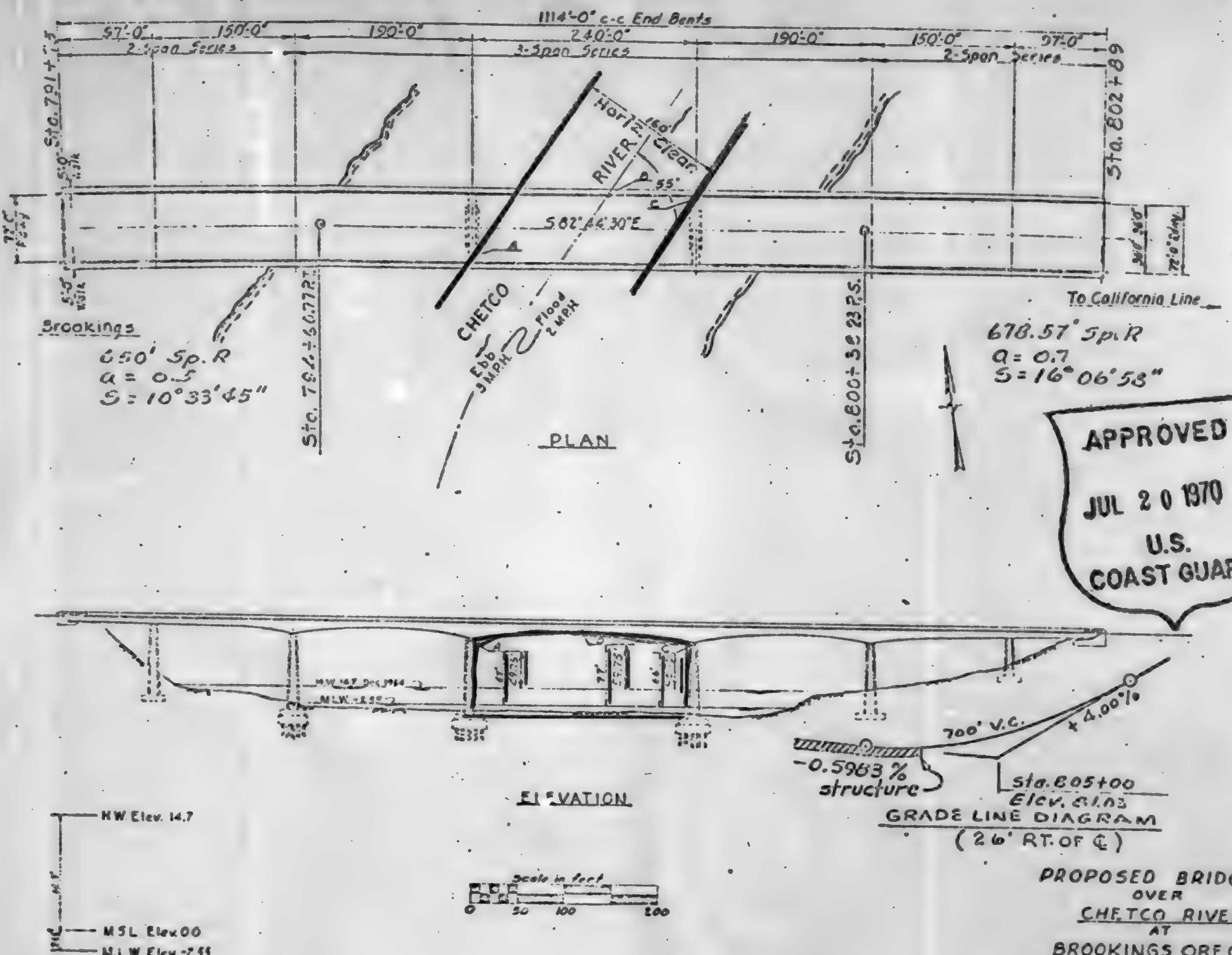

CHETCO
Proposed Bridge
Existing Bridge To Be Removed
OREGON
COAST HWY.
101
To California Line
Foster Cr.
Delavan Cr.
LOWER HARBOR RD.
M.P. 357.90
N 49°58'E
72'
AZALEA STATE PARK
RIVER
Flood 2 M.P.H.
Ebb 3 M.P.H.
REDWOOD
AVE
SPRUCE DR.
LINDEN LN.
DEL NORTE LANE
BIRCH ST
ALDER ST.
CHETCO
SPRUCE
WILLOW ST.
CITY OF BROOKINGS
400 0 400 800
Scale in Feet

Sec. 5, T. 41 S., R. 13 W, W.M.

Soundings are in feet and refer to mean low water elev., 2.55' below mean sea level, U.S.G.S. (1947)

APPROVED
JUL 20 1970
U.S.
COAST GUARD

PROPOSED BRIDGE
OVER
CHETCO RIVER
AT
BROOKINGS OREGON
CURRY COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 6, 1970 Sheet 2 of 4

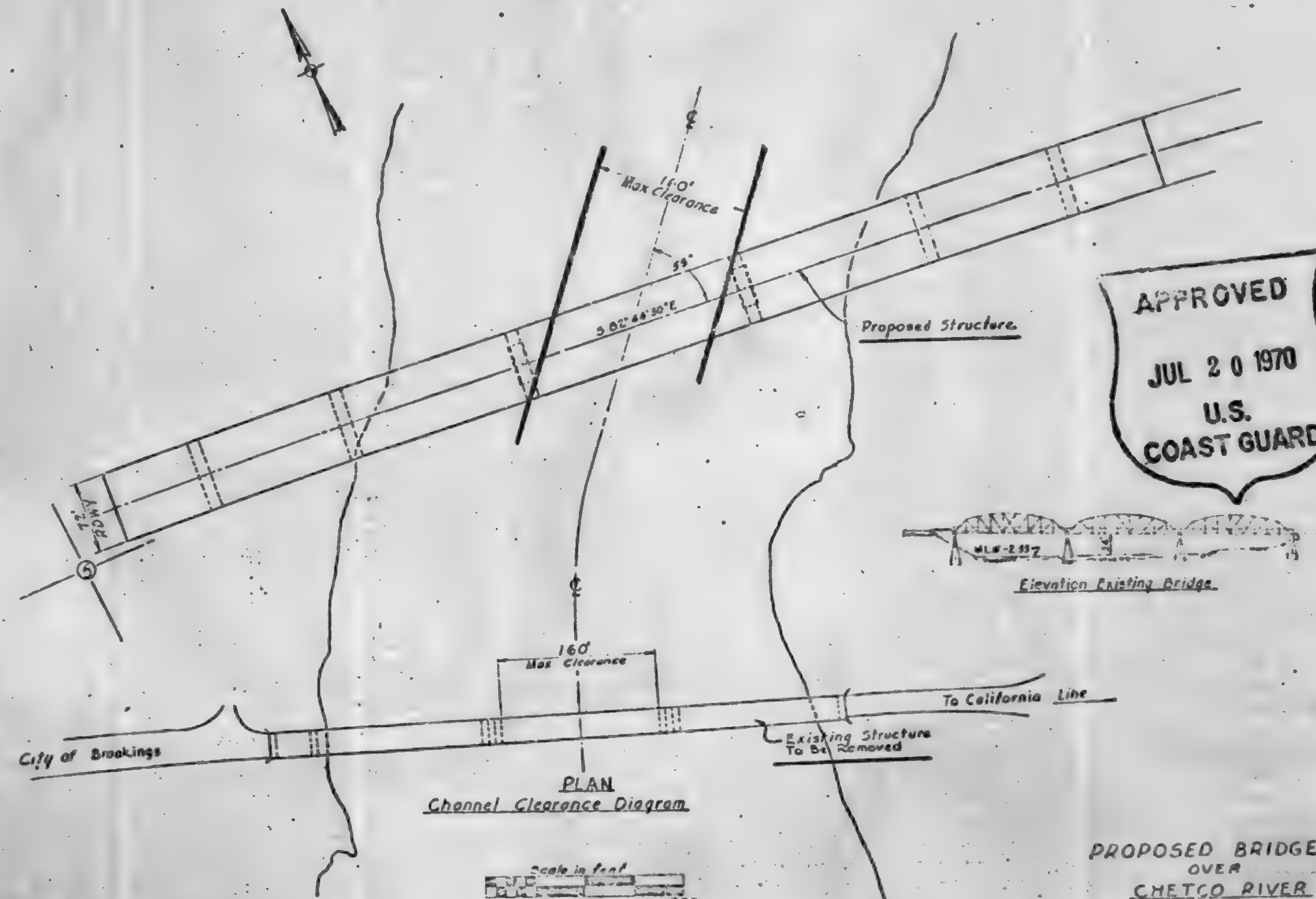


1114'-0" c-c End Bents
57'-0"
150'-0"
190'-0"
240'-0"
190'-0"
150'-0"
97'-0"
2-Span Series
3-Span Series
2-Span Series
Sta. 791+75
Sta. 802+89
Horiz. Clear.
RIVER
55°
S 82°44'30"E
CHETCO
Ebb 3 M.P.H.
Flood 2 M.P.H.
5'-0" Walk
To California Line
Brookings
650' Sp. R
a = 0.5
S = 10°33'45"
Sta. 794+60.77 P.T.
Sta. 800+38.23 P.S.
678.57' Sp. R
a = 0.7
S = 16°06'58"
PLAN
H.W. Elev. 14.7
M.L.W. Elev. -2.55
700' V.C.
+4.00%
-0.5983 %
structure
Sta. 805+00
Elev. 81.03
GRADE LINE DIAGRAM
(26' RT. OF ℄)
ELEVATION
H.W. Elev. 14.7
M.S.L. Elev. 0.0
M.L.W. Elev. -2.55
Scale in feet
0
50
100
200

APPROVED
JUL 20 1970
U.S.
COAST GUARD

PROPOSED BRIDGE
OVER
CHETCO RIVER
AT
BROOKINGS OREGON
CURRY COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSIC
MAR. 6, 1970 Sheet 3 of 4

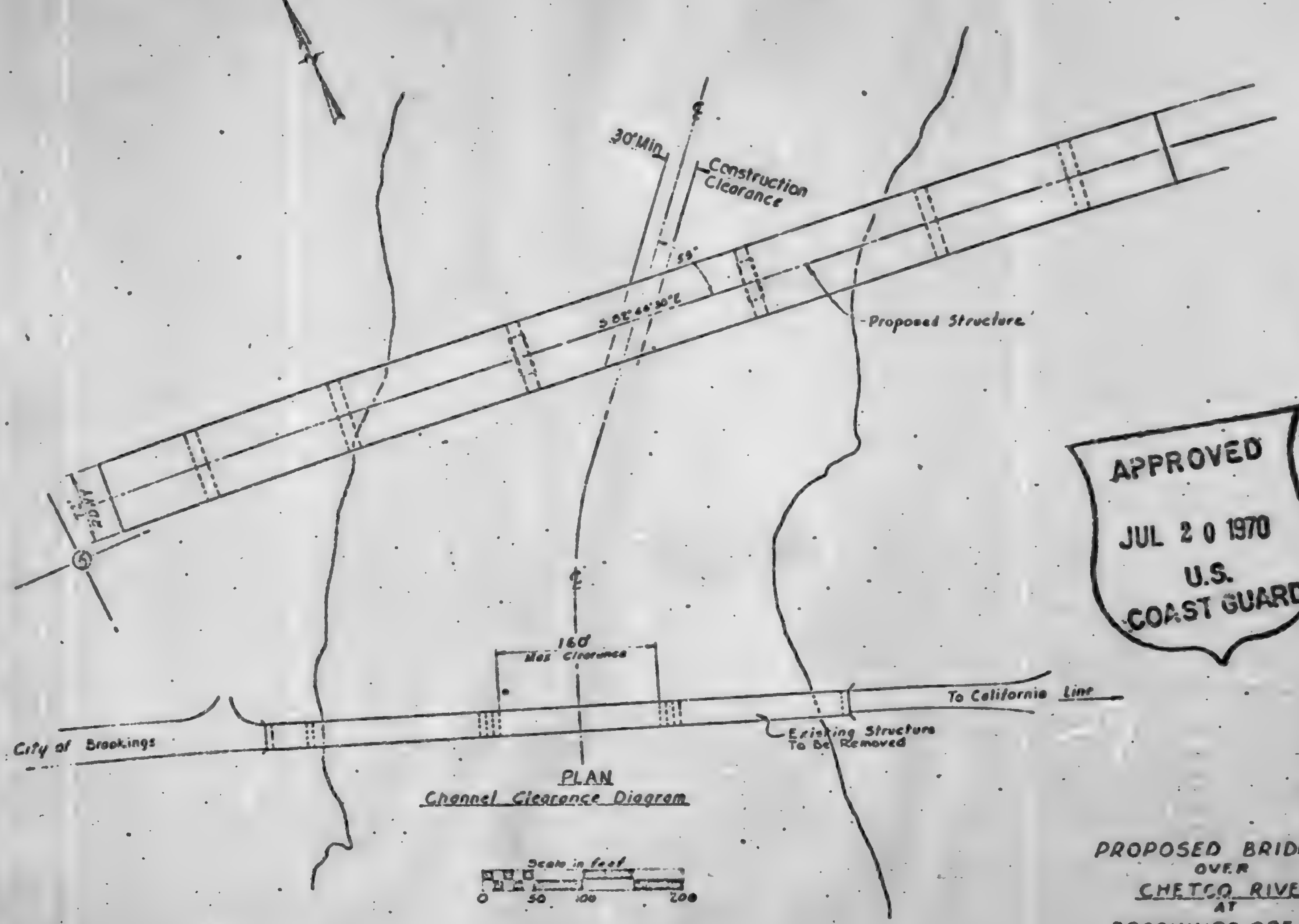
Revised 4-23-70


72' ROWY
160'
Max Clearance
55°
S 82° 44' 30" E
Proposed Structure
160'
Max Clearance
City of Brookings
To California Line
Existing Structure
To Be Removed
Elevation Existing Bridge
Scale in feet
0
50
100
200

PLAN
Channel Clearance Diagram

APPROVED
JUL 2 0 1970
U.S.
COAST GUARD

PROPOSED BRIDGE
OVER
CHETCO RIVER
AT
BROOKINGS OREGON
CURRY COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 6, 1970 Sheet 4 Of 4


30' Min
Construction Clearance
59°
S 68°44'30"E
Proposed Structure
20' RW
160' Min Clearance
City of Brookings
To California Line
Existing Structure To Be Removed
Scale in feet
0
50
100
200

PLAN
Channel Clearance Diagram

APPROVED
JUL 20 1970
U.S.
COAST GUARD

PROPOSED BRIDGE
OVER
CHETCO RIVER
AT
BROOKINGS OREGON
CURRY COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 6, 1970 Sheet 4 a

RECEIVED
JUL 23 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: July 23, 1970

In reply refer to: 08-35.6

8-1111

TO : Mr. R. L. Porter, State Highway Engineer
Attention: A. E. Johnson
Salem, Oregon

7510

FROM : [illegible] E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon F-119(-)
Chetco River Bridge
Brookings - Winchuck River Section
Preliminary Plans

8514

Johnson

Your additional submission of July 10 satisfactorily answers all questions Public Roads has on the subject structure. The preliminary plan submission is approved.

NOTED
A. E. JOHNSON

copy to Merchant
7-28-70

NOTED
TOM EDWARDS

RECEIVED
JUL 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 10 1970
FOR FILING

Const
RLL
101 - Curry

Sp

July 10, 1970

8584

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
Box 309
Salem, Oregon 97308

Dear Mr. Simpson:

Chetco River Bridge - No. 11430
Brookings-Winchuck River Section
Oregon Coast Highway - Curry County
Your Ref. 08-35.6

Enclosed are two prints each of Drawing Nos. 24868, 24991, 26052, and 26053, and two copies of a supplemental report from our foundation section covering the protection and slide treatment in the vicinity of Pier 3 of the subject bridge.

The preliminary drawing, No. 24868, has been revised as follows: Footings Piers 3 and 4 lowered to Elevation -27; and, the riprap area extended to 40 feet from face of column. We feel this will protect the finished structure from scour.

The supplemental foundation report should assure you that precautions are being taken to protect Pier 3 from future slides. Our foundation section has estimated the ultimate shear strength of the fractured silt stone to be 500 psi. A shear value of 167 psi (factor of safety of 3) would be adequate to resist the lateral load of a potential slide.

We trust the above information will answer the questions brought up on your June 24 letter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant

LLW:ag:dh ms
Encs.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 24, 1970

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: Oregon F-119(-)
Chetco River Bridge
Brookings-Winchuck River Section
Preliminary Plans

RECEIVED
JUN 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

We have completed our reviews of the subject plans. We find the proposal very interesting and quite pleasing in appearance. You are commended on the bold nature of the design.

Much concern has been expressed about pier scour. Your pier layout plans do not give a completely accurate stream/pier skew angle during flood stage. However, aerial mosaic prints show this angle to be about 15°. Using this information and your revised pier section submitted July 15, the calculated scour is 21½ feet below the stream bed. This places the scour line below the designated footing elevation. We recommend that the footings be lowered slightly or batter piles be added to provide lateral support to piers. If batter pilings are used, the footing might be raised somewhat.

The proposed riprap as indicated on the revised plan would be of questionable value for the prevention of deep scour. A more extensive riprap installation should be used if it is intended to prevent this deep scour. We believe that either of the two previous recommendations, however, would be a more appropriate solution to the scour problem.

Pier 5 rests in a slide area and appears to be on top of a dark grey, highly sheared and fractured siltstone. We feel the shear strength of this material should be determined to verify if the material has any lateral strength for resisting the maximum potential slide load.

The preliminary plans are approved as subject to your consideration of the items mentioned above and approval of the plans by the Coast Guard and Corps of Engineers.

Merchant

RECEIVED
JUN 30 1970
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1970
FOR FILING

8-1111
7510

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

507 State Highway Building

July 22, 1970

Mr. Frederic H. Starkweather, Jr.
Attorney at Law
P. O. Box 705
Gold Beach, Oregon 97444

Re: File R-43985 - Jule Thompson
Brookings-Winchuck River Section
Oregon Coast Highway 101

Dear Mr. Starkweather:

Following your telephone call I checked on the proposed construction schedule for the Brookings-Winchuck River Section of State Highway 101. To the best of my knowledge this encompasses the Brookings to Harbor section you mentioned on the telephone. The best information I can obtain at this time is that bids will be called for and opened on December 3, 1970. This, of course, is contingent upon many factors, including money as well as possibly rescheduling other projects.

Under federal law we are required to give all property owners and tenants 90 days notice prior to the date we expect to take possession. If there are improvements on the property, it is necessary to take possession considerably prior to bid opening so that the Division has an opportunity to salvage any buildings or fixtures attached to the real property which are not covered by a relocation cost.

Our best estimate at this time is that we would attempt to have all the complaints filed in October and, upon filing the complaints, we would then make deposits into court. These deposits are part of just compensation and have no relation to the funds available for tenant or business relocation.

The relocation program is entirely separate and is handled by the Division's relocation personnel. The relocation payment constitutes a sum of money which is paid to the owner or tenant for the relocation of personal property, over and above what is subsequently determined to be just compensation for the land and improvements.

There is in certain instances, however, an election on the part of a business as to whether it desires to relocate or go out of business. It would be impossible for me to set forth the formula for computing this sum, but as I understand the situation, if the owner desires to go out of business he would have had to operate the business a minimum of 14 months. The payment is based on his federal tax returns for two years; hence, in 14 months he would have one full 12-month tax return, plus an indication of his return for two months into the second year.

I am forwarding a copy of this letter to Mr. J. J. Smith, our relocation officer located in the State Highway Building in Salem, who furnished me the above information. If you have any further questions on relocation you can check with him or with Mr. Leonard W. Riley, District Right of Way Supervisor, P. O. Box 1128, Roseburg.

Yours very truly,

LEE JOHNSON
Attorney General

Frank C. McKinney
Assistant Attorney General
Trial Division

FCMcK:ks

cc: R. L. Porter
F. B. Klaboe
D. H. Moehring
L. W. Riley
Adrian Olson
J. J. Smith
Armand Riveness

NOTED
R. L. PORTER

RECEIVED
JUL 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 25 1970
FOR FILING

Phyllis

FORM 5-20 (REV. 10-69)

8-1111
7510

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1970

SUBJECT: Right of Way
Brookings Section
Oregon Coast Highway
Curry County

To: Mr. John Holcomb
Field Utilities Liasion Engineer
P. O. Box 1128
Roseburg, Oregon 97470

In reply to your teletype no. 166 of June 18, 1970 - the Oregon Coast Highway was designated by Act of Legislature (Chapter 395, Oregon Laws 1921). Also another Act was passed in 1939 "known as the Oregon highway code" (Chapter 529, Oregon Laws 1939). Copies of these Acts are enclosed for your information and future use.

Also enclosed are copies of:

1. General Land Office Plat dated January 15, 1859.
2. From file 3790 (RW3233):
    a. Title information.
    b. Warranty deed dated November 17, 1936 from Brookings Land and Townsite Company to the Highway Commission.
    c. Letter dated November 19, 1936 from C. W. Parker to I. M. Schannep regarding lack of a title abstract.
3. From Main Office Survey File 8-2808: Field Engineer's Weekley Report for Surveys only, dated December 18, 1937, January 29, 1938, February 5, 1938 and February 13, 1938. (It is noticed that the Report of February 5, 1938 reported "Platted sewers and water mains on map and worked out proposed changes to eliminate all wood pipe being under the highway and where necessary replacing wood with steel pipe". We are unable to locate any agreement of any type regarding these sewer and water mains. Perhaps you may have something in either the Division or Resident's office.)
4. Abandonment and Retention Resolution No. 94. (This is north of the area in question, but thought you might want it.)
5. From file 16007 L-1712 (RW13427):
    a. Deed dated November 25, 1959 from Brookings Land and Townsite Company to Elmer Bankus, et al.
    b. Warranty deed dated October 8, 1952 from Elmer Bankus to the Highway Commission.
    c. Letter dated July 31, 1951 from Samuel A. Hall to Mr. Devers regarding damage to the Bankus water mains.

SP*52479-734

6. 1" = 400' Map 2B-27-8 - Pistol River-California State Line Section (Constructed Line) dated March, 1931.

7. 1" - 100' Map 5B-18-2 - Brookings Section (Relocated Line) dated June, 1938. (This shows right of way acquired for the widening and relocation of the highway in the Brookings area.)

Each map that I have looked at shows Chetco Avenue to be the Oregon Coast Highway.

It is hoped this will supply the information desired.

EARL F. SALING,
Right of Way Office Manager

ih

Encls.

[illegible]

LRW PSE 156 5-18-76 2-22 PM

IRENE HAMMER

RE BROOKINGS-WINCHUCK SECTION

DRWG 52-7-65, JUNE 1937 INDICATES HIGHWAY RELOCATION IN N½, SW ¼, SEC 5, 520 41S, R 13 WWM ON CHETCO AVE FROM OAK ST -CHETCO RIVER. ORIGINAL PLAT OF THE CITY OF BROOKINGS /1921/ SHOWS CHETCO AVE AS A CITY STREET BUT GIVES NO INDICATION TO IT BEING A STATE HIGHWAY OR COUNTY ROAD. CAN YOU TELL ME WHEN THE COAST HIGHWAY WAS ROUTED OVER CHETCO AVE. THIS HOUXX SHOULD HAVE BEEN SOME TIME BETWEEN'1921 AND 1937.

REPLY REQ

J E HOLCOMB

CW4.

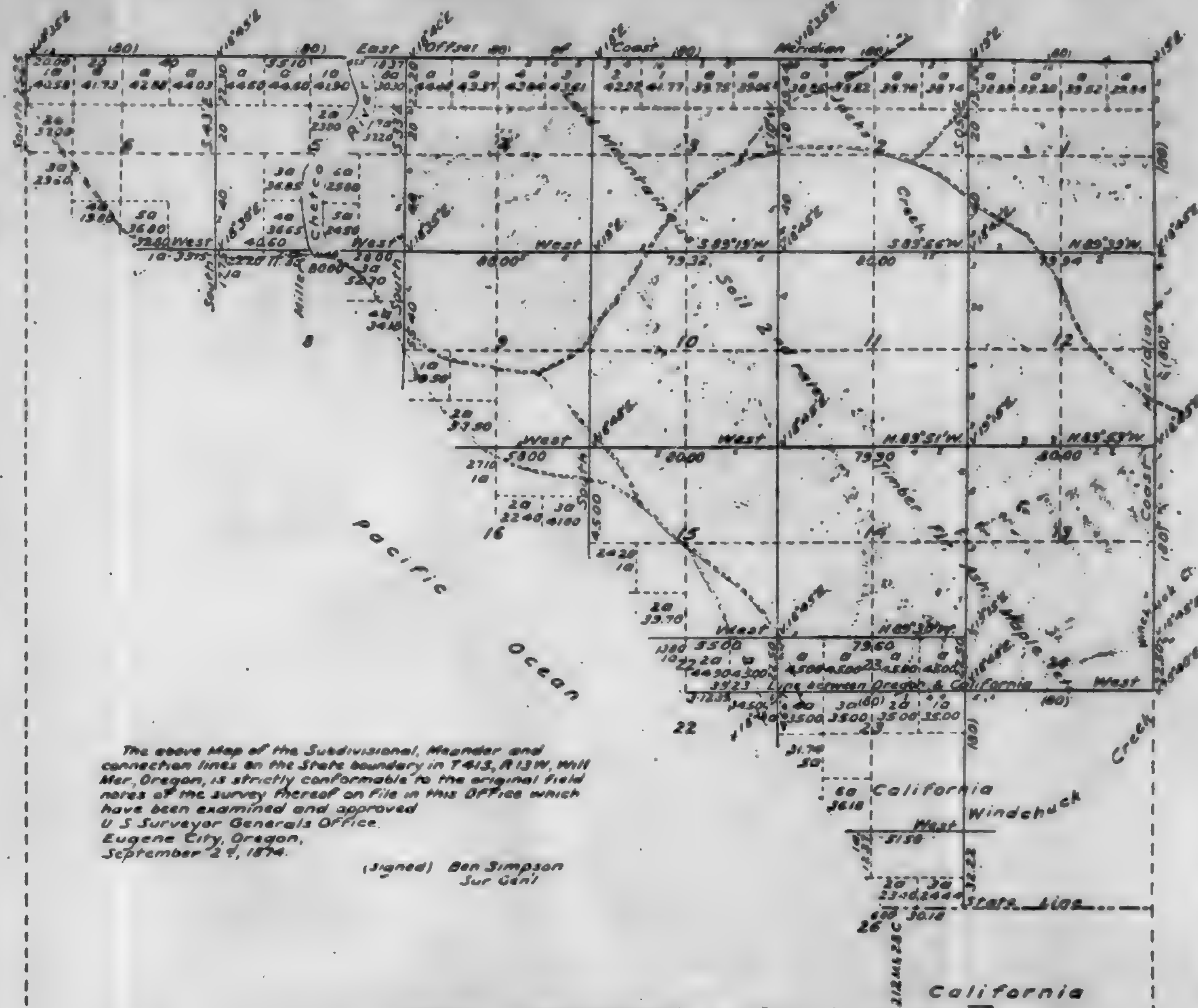
Township Nº 41 South, Range Nº 13 West, Willamette Meridian, Oregon.

Meander of the Pacific Ocean
Begin at the M P on the State line
thence Northerly on the west bdy.
of Fract Sec 26

N 24°30'W	29.50 chs	
" 27° 00' "	5.62 "	To meander post bet
" 40° 30' "	4.00 "	23 & 26 In Sec 23
" 47° 00' "	6.50 "	
" 35° 00' "	24.00 "	
" 54° 15' "	9.20 "	To M P bet fract Secs
" 69° 30' "	1.10 "	22 & 23. In 22
" 57° 30' "	14.20 "	
" 47° 15' "	9.40 "	
" 64° 30 "	9.00 "	
S 50° 00' "	4.80 "	
" 73° 00' "	1.20 "	
N 33° 45' "	4.50 "	
S 84° 30' "	1.70 "	
N 51° 30' "	1.70 "	
" 38° 00' "	2.80 "	
" 10° 00' "	13.00 "	
" 40° 30' "	3.00 "	
" 54° 30' "	11.10 "	
" 23° 00' "	6.80 "	To M.C bet Fract.
Total	160.12 "	Secs. 15 & 22.

Area

Sections	Acres
22	46.89
23	407.92
26	140.21
Total	595.02


East Offset of Coast Meridian
West
South
Chetco River
Miller
Soil 2
Timber
Creek
Coast Meridian
Pacific Ocean
Line between Oregon & California
California
Windchuck Creek
Windchuck C.
State Line
California
2
3
8
9
10
11
12
15
16
22
26
S 85°15'W
S 85°56'W
N 85°23'W
N 85°51'W
N 85°53'W
N 85°37'W
212 M.& 28 C

The above Map of the Subdivisional, Meander and connection lines on the State boundary in T 41 S, R 13 W, Will Mer, Oregon, is strictly conformable to the original field notes of the survey thereof on file in this Office which have been examined and approved
U S Surveyor Generals Office.
Eugene City, Oregon,
September 2d, 1874.

(Signed) Ben Simpson
Sur Genl

Lines	Contractor	No	Contract Date	Amount Surveyed			Commenced	Completed
				Miles	Chains	Links		
Subdivisions	J. C. Talman	199	July 22d 1873	2	50	39	November 10, 1873	November 13, 1873
Intersection on St Line	" "	"			36	36		
Meanders	" "	"		2	00	12		
			Total	5	07	43		

True Meridian
Var from 19° to 19°15' East

Scale. 40 chains to an inch.

Surveys Designated	By whom surveyed	Contract		Amt. of surveys			When surveyed
		No	Date	Miles	chains	links	
Township Lines	Sewall Truax	75	December 21st 1857	00	25	25	December 8th, 1858
Subdivisions	Sewall Truax	75	December 21st, 1857	24	30	24	January 15th, 1859
Meanders	" "	"	" " "	07	77	87	" " "
Total number of	Acres 1166.55						

The above Map of Fractional Township Nº 41 South, of Range Nº 13 West, of the Willamette Meridian, Territory of Oregon; is strictly conformable to the field notes of the survey thereof on file in this office which have been examined and approved.
Surveyor General's Office,
Salem, January 15th, 1859.

(signed) John S. Zieber.
Sur. Gen. of Oregon.

Public Survey Office,
Portland, Oregon,
January 11, 1932.
I certify the above to be a correct copy of the original plat on file in this office.

Joseph A. Gaung
Office Cadastral Engineer.

RECEIVED
JUN 17 1970

FOR FILING

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June 15, 1970

Hon. Harold Young
Mayor of Brookings
City Hall
Brookings, Oregon 97415

Dear Mayor Young:

Attached for your information is a copy of "Highway Design Resolution No. 369a" adopted by the Highway Commission on March 17, 1970, covering the Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County.

Also attached is a survey design approval map.

Yours very truly,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ses
Attachments

RECEIVED
JUN 5 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 4, 1970

8-1111
7510

Mr. Allen L. Henderson
City Administrator
City Hall
Brookings, Oregon 97415

F.B. KLABOE
NO

Dear Sir:

Reference is made to your letter of May 29 and our subsequent telephonic discussion of June 3 regarding the revisions of the utility clause (page 4, paragraph 5) in the agreement pending between City and State on the proposed Brookings-Winchuck River Section of the Oregon Coast Highway.

This matter was discussed with the Legal Department, and the fact was pointed out that in order to revise the clause in accordance with City's request it would have to be a three-party agreement. This utility matter would normally be covered under a permit or franchise with the utility involved; however, in the City of Brookings, the incorporation was accomplished after the utility was established.

We will pursue this matter further with our Utilities Section of the Construction Department and will advise you of our findings.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
for County and City Department Engineer

DNH:mm

cc: C. T. Kessey,
Attention J. Holcomb

bc: F. B. Klaboe
D. J. Barbee

RECEIVED
JUN 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF BROOKINGS
The Home of Winter Flowers

Phone (503) 469-2163
898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

May 29, 1970

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

This letter is written in reference to the proposed agreement between the State Highway Commission and the City of Brookings regarding the construction of the Brookings-Winchuck River Section of the Oregon Coast Highway.

The Mayor and the City Council reviewed the proposed agreement. They feel that item number five (5), on page four (4), of Things to be done by City, should be clarified and re-worded accordingly. They feel the responsibility of any re-location of privately-owned utility conduit lines, poles, mains, pipes, etc. and the cost for any re-location be specifically stated as the responsibility of the privately-owned utility. In other words, the City shall request re-location of utilities but the cost of any re-location shall be the responsibility of the privately-owned utility.

They feel this clarification is important and that it should be incorporated into the agreement.

Thank you in advance for your consideration and cooperation.

Please advise.

Sincerely,

Allen L. Henderson
City Administrator

ALH:cc

cc: Mayor
City Council
City Attorney

RECEIVED
JUN 1 - 1970
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUN 4 - 1970
FOR FILING

8-141111
107540

June 3, 1970

Port of Brookings
Harbor
Oregon 97415

Gentlemen:

This documents earlier oral approval for emergency operation to remove up to 10,000 cubic yards of sand and gravel which had accumulated adjacent to the ship channel near the south jetty of the Chetco River in Section 8, Township 41 South, Range 13 West, Willamette Meridian, Curry County, Oregon.

Approval was granted by Assistant State Highway Engineer Lloyd P. Shaw on March 27, 1970, to B. A. Martin, Port Manager, following telephonic discussion of the problem.

The matter has since been duly documented and material removed and stockpiled. The condition of the beach and shoreward end of the jetty and the roadways leading to the jetty were inspected by Mr. Shaw on May 20, 1970, at which time no unusual condition was noted other than the presence of the stockpiled material.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Lloyd P. Shaw
V. D. Wolfe
David G. Talbot
L. I. Lindas
R. W. Gormsen
C. T. Kenney

LPS:ajw er

RECEIVED
JUN 4 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

8-1111
4510

June 2, 1970

Mr. L. B. Day
Regional Coordinator
Pacific Northwest Region
U. S. Department of the Interior
P. O. Box 3621
Portland, Oregon 97208

Dear Mr. Day:

Public Notice 70-10
Proposed Bridge by Oregon
State Highway Commission
across the Chetco River
at Brookings, Oregon

Please refer to your letter of May 19 regarding Public Notice 70-10 which lists four items of possible concern to the Department of the Interior. On this date I met with Mr. Wellman, Mr. Polityka, and Mr. Reed of Mr. Agee's staff.

Item 1 of your letter is concerned with excavation, dredging or filling in the river, et cetera. It was agreed, and the Highway Department will so write its special provisions, that piers 2, 3, and 4 of the Chetco River Bridge must be constructed inside of cofferdams or cribs and with excavation to be made only from the interior of the cofferdams or cribs.

A reasonable method of construction for Pier 2 would be to level off the area to approximately elevation 7 or well above high tide, construct a cofferdam and make the pier excavation from the approximate elevation 7 to the bottom of the pier within the cofferdam. This will hold any stream turbidity to a minimum.

Items 2, 3, and 4 of your May 19 letter were discussed with relation to the Oregon State Highway Department standard specifications of 1970. In particular these specifications refer to various portions of ORS 449 as reinforcing the standard specification requirements of the Oregon State Highway Department 1970 standards.

I believe your staff members are well satisfied with the proposed controls that will be implemented and enforced during the construction of this project and other future projects in the State of Oregon.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

IDM:dh

bc Commander, U. S. Coast Guard
Tom Edwards
C. G. Swenson

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 19 1970

FOR FILING

8-1111
7510

3516

May 19, 1970

Mr. Albert Mincer, Chairman
Harbor Rural Water District
Board of Commissioners
Post Office Box 2437
Harbor, Oregon 97415

Dear Mr. Mincer:

As a follow-up to my letter of March 27 regarding the possible relocation of the Harbor Rural Water District lines, we have restudied this entire matter and have found that, by a slight adjustment in the gradients, we will be able to keep a minimum cover of at least two feet over the top of your pipe. We have revised our profiles to show this, and I am attaching prints of Sheet 5 and Sheet 6 of our plans.

This revision of the grade line will eliminate the necessity, in our opinion, for any change in your water main except for that part located in the county road at Station 837+50 (Hoffeld Lane). I am attaching a sketch of the revision necessary in this county road. Also, I am including our cross sections revised to the last grade line in the area between Station 834+50 and Station 841+50.

From the attached information, I am sure you will be able to work out necessary changes along the county road (Hoffeld Lane) and the area where it crosses our highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Higiway Engineer

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
C. T. Keasey (W/Encs.)
John E. Holcomb

cc: CBS Engineering, Medford (w/enclosures)

DJB:bdr srb

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
May 15, 1970

SUBJECT: Assignment No. FBK 3316
Harbor Rural Water District
Brookings-Winchuck Section
Oregon Coast Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a suggested rough draft to Mr. Mincer regarding the revision of the subject water mains. These mains were potholed and the top determined from elevations at these potholes. We are informed that the material is a reasonably dry firm material and since we have an absolute minimum of two feet from the sub-grade and the top of the pipe, I would see no particular hazard to the pipe.

The Water District may object some to leaving the pipe in its present location since it does come close to the location of our curb, but I believe they have ample room to make any necessary repairs to the main without taking out the curb to do so.

This change will eliminate the approximate 3,000 feet of line they were intending to revise. For some reason or other they did not show revision to that in the Hoffeld Lane (Hoffeldt Lane), so it is more than likely necessary to revise approximately 700 feet of main in the county road.

D J Barbee

D. J. BARBEE
Design Engineer

DJB/bdr
Attach.

RECEIVED
MAY 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Porter

10111

HARBOR RURAL WATER DISTRICT

P. O. BOX 2437

HARBOR, OREGON 97415

March 20, 1970

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97301

Dear Mr. Cooper:

I am writing this letter at the request of the Board of Directors of Harbor Rural Water District in connection with the highway construction through our community. The Board is very concerned about the financial burden that will result from the relocation of district lines, and in fact the district simply has no funds to do this job. To help you understand the situation, I think it might be helpful if I review the history of the district and our present situation.

The District was organized under O.R.S. Chapter 264, and has been in existence for only a few years. Our water system is almost new, having been completed in 1966 with the financial assistance of the Department of Housing and Urban Development. The District owes a balance of $401,000 in revenue and general obligation bonds to HUD to pay for the system. The District makes two payments each year for interest and bond retirement: One on April 1st for approximately $8,500, and one on October 1st for approximately $16,000. Currently our system supplies 270 services, and as a result we are dependent upon tax revenues to cover part of our bond costs. All operating revenues are used for the operating costs, revenue bonds, and with the remainder pledged to general obligation bonds. Approximately a year ago, the area south of our original district asked to annex so that water service could be extended to them. The annexation was completed, and the district has pending before HUD a proposed loan for an additional $357,000 for this extension. We will be unable to construct the extension, or any part thereof, until the HUD money is approved.

We understand that the estimated cost that we are expected to bear for water line relocation would amount to approximately $25,855. This is total estimated cost of water line relocation work from Hoffeldt Lane to Benham Lane. A letter from C.B.S. Engineering regarding this work, including an Engineer's Estimate and a preliminary plan, is being enclosed herewith.

We know of no legal means of raising this sum and because our system is so new our repair and maintenance reserves are minimal. On our own, we would have no bonding capacity at this point, either for the new project, or for the work that your project requires. We would point out, however, since part of the new proposed extension would be placed in highway right of way, it would be to your advantage as well as ours to lay that pipeline during your construction period to avoid tearing the right of way up at a later time. We are sending a copy of this letter to HUD with the hope that some arrangement can be worked out on this, and also so that they will be aware of our plight in connection with moving existing pipelines. The proposed highway construction will be a great improvement to our community, and we are very happy that it will be constructed. This, however, does not solve our financial dilemma. I am wondering if you, or if HUD might be aware of any grant funds that would be available to solve this problem.

We would appreciate your consideration at this time. Enclosed herewith is a copy of a letter from C.B.S. Engineering, dated March 9, 1970 which is also an agreement for engineering services for water line relocation on U. S. Highway 101.

Yours very truly,

HARBOR RURAL WATER DISTRICT
Board of Commissioners

Albert Mincer

Albert Mincer, Chairman

RECEIVED
MAR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosures

cc: Mr. T. W. Litchfield, Utilities Liaison Engr., State Hwy. Dept., Salem, Oregon (with Enclosures)

: Mr. C. T. Keasy, Div. Engr., State Hwy. Dept., P.O. Box 1128, Roseburg, Oregon 97470 (with Enclosures)

: Department of Housing and Urban Development, Northwest Area Office, 226 Arcade Plaza Building, Second and Union, Seattle, Washington 98101 (with Enclosures)

: Mr. William E. Taylor, Attorney at Law, P.O. Box 645, Gold Beach, Oregon 97444

: C.B.S. Engineering, 512 W. 6th St., Medford, Oregon 97501

: Board of County Commissioners, Curry County Courthouse, Gold Beach, Oregon 97444 (with Engineer's Estimate & Plan)

Clifford B. Shaw
Consulting Civil Engineer

Area Code 503
Office 779-4641
NEW PHONE
779-3077

CBS ENGINEERING
512 West Sixth Street
Medford, Oregon 97501

March 20, 1970

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97301

Re: Water Line Relocation - Harbor, Oregon

Dear Mr. Cooper:

Enclosed herewith please find a preliminary sketch of the proposed water line relocation between Hoffeldt Lane (Sta 837 + 00$^{\pm}$) and Benham Lane (Sta 865 + 00$^{\pm}$) along the Highway 101 Improvement Project through Harbor, Oregon and our estimate of the cost of the work involved.

The section of water line included in the sketch is the transmission main to the high level reservoir serving the entire high pressure zone of the system. We have investigated the possibility of replacing the line after completion of the highway construction, and have also investigated the possibility of completing the water line project before the beginning of the highway construction. The amount of cut required in some areas of the highway construction would surely cause a disruption of service, and for the most part, the existing lines would fall directly under or just inside the new curb line, so it appears that the line would need to be relocated for the whole length of this section.

As a result of our investigation and study, we recommend that the relocation of the water lines be completed before highway construction begins. We have made our preliminary design of the proposed alignment of the new water line with that in mind, and the estimate reflects the lower cost of this schedule. We also feel that it would be less expensive, as shown in parentheses on the estimate, to cut and replace pavement and base course, and to trench across the highway for service connections rather than jack across the highway. If the water line work were completed before highway construction begins, the patches would only have to serve for the interim period. We understood that future services, after completion of highway construction, would be required to be jacked thru the subgrade.

We hope that the enclosed sketch and estimate are complete enough to give you the information you need. If there are any questions, please contact this office.

Yours very truly,

Robert S. Blanton

Robert S. Blanton, P.E.
Design Engineer

RSB:ch

Enclosures

cc: Mr. Al Mincer, Chairman of the Board, H.R.W.D.
(with Estimate and Plan)

: Mr. T. W. Litchfield, Utilities Liaison Engineer,
State Highway Dept., Salem, Oregon (with Estimate and Plan)

: C. T. Keasy, Div. Engr., State Highway Dept.
P.O. Box 1128, Roseburg, Oregon (with Estimate and Plan)

: Curry County Board of Commissioners (with Estimate and Plan)

: Department of Housing and Urban Development

RECEIVED
MAR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ENGINEER'S ESTIMATE

Harbor Rural Water District

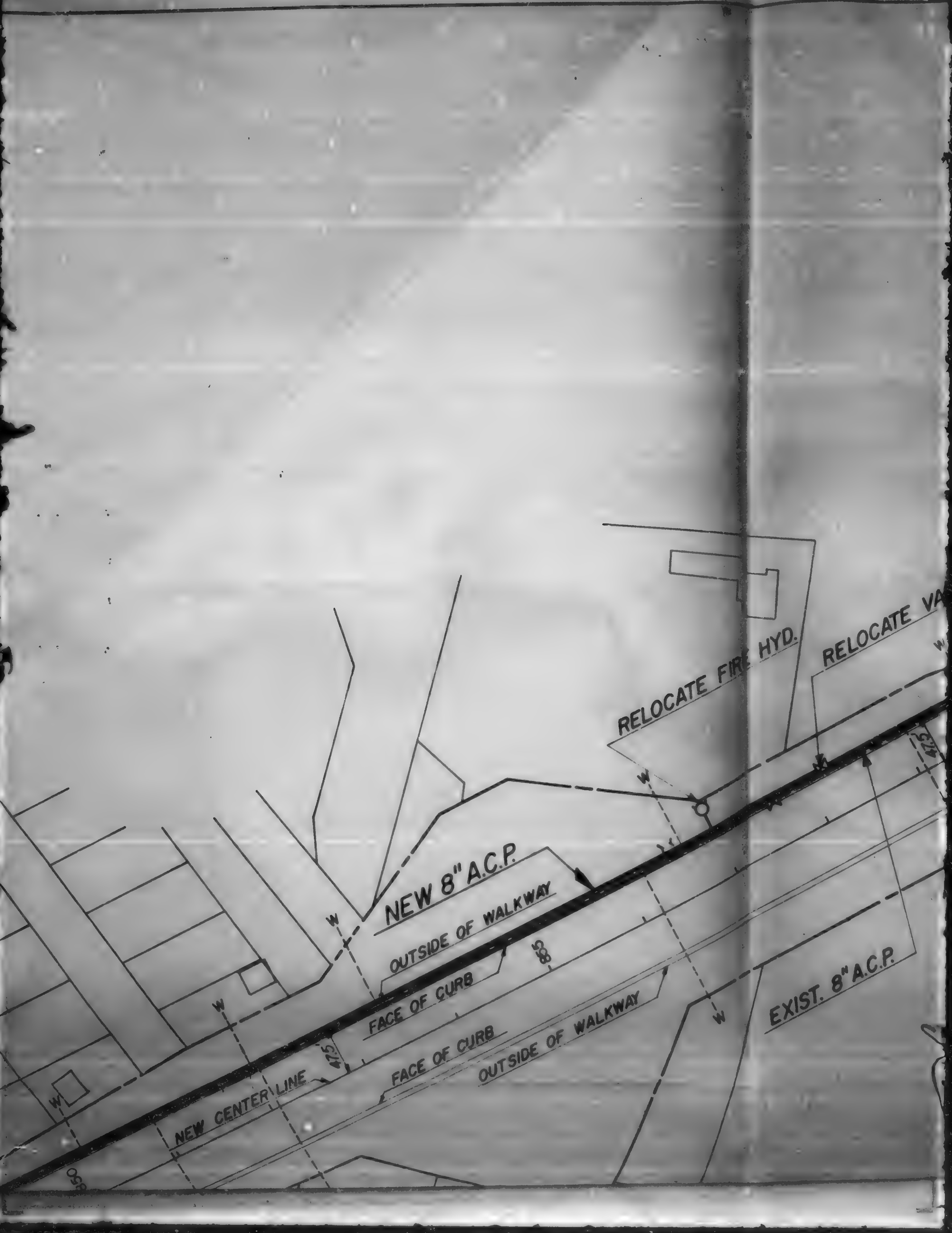
By R.S.B Date 3/18/70 Project Relocation - Hoffeldt - Benham

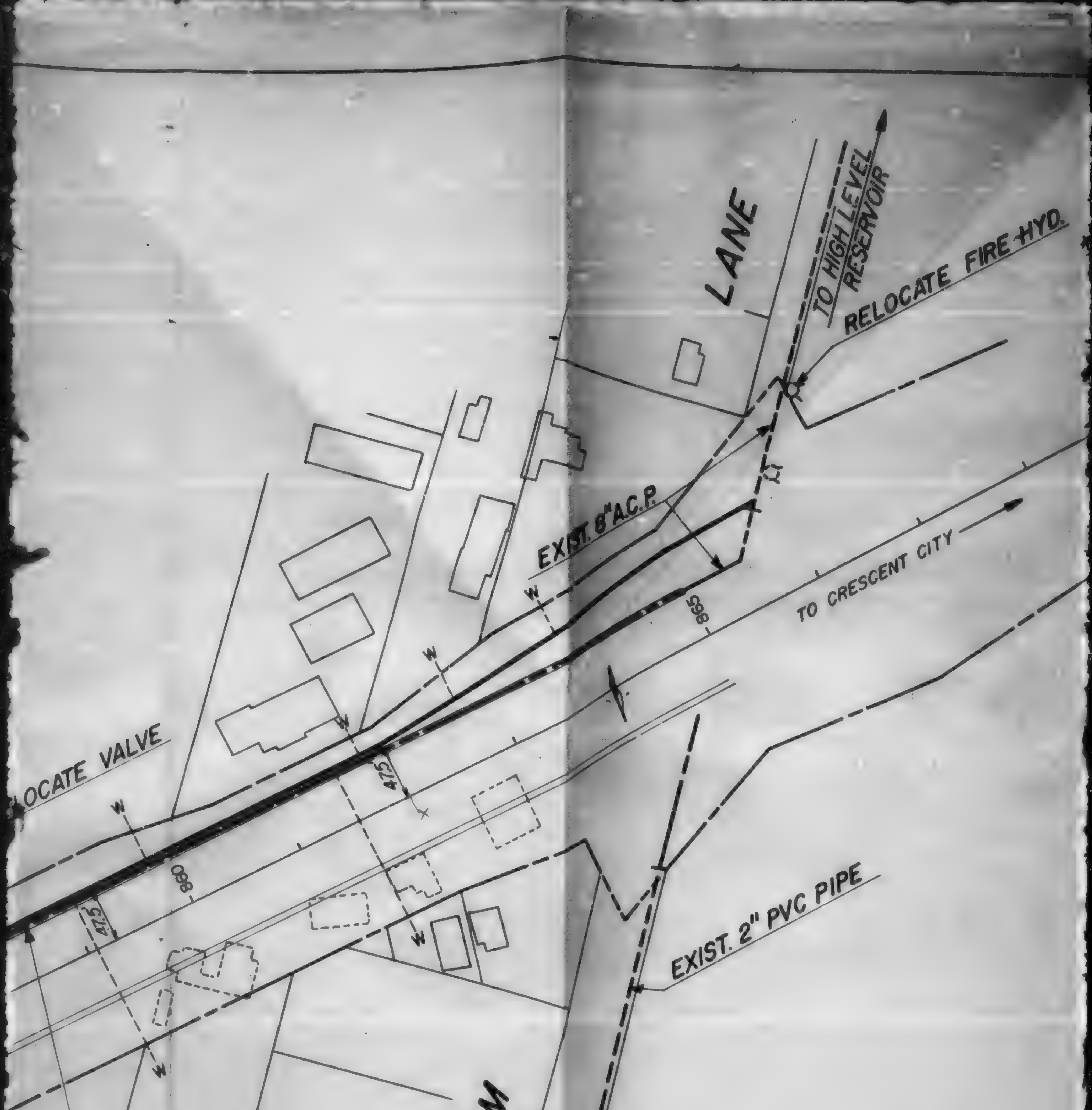
Chkd By Date Due To Highway Construction

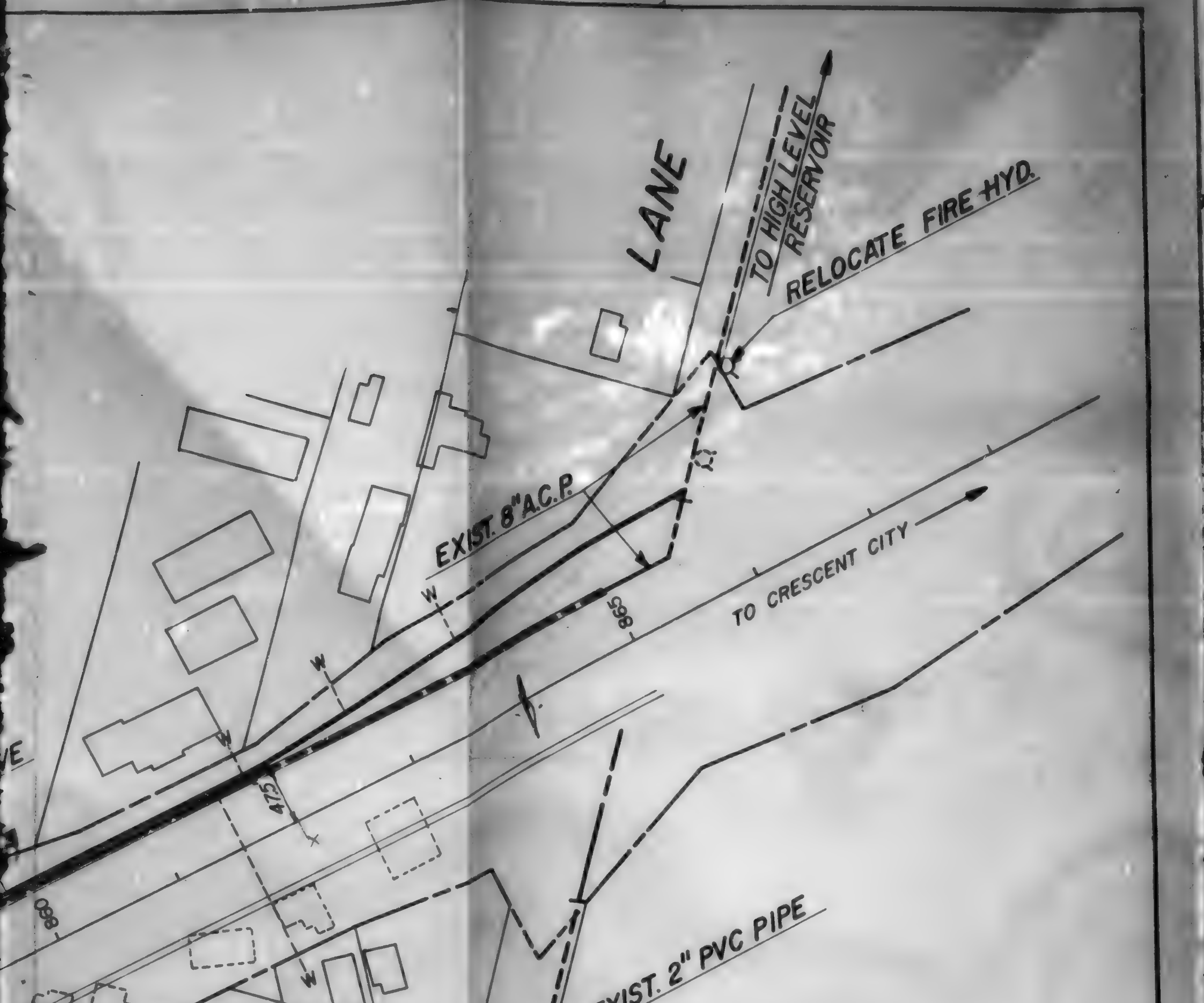
CSR ENGINEERING

Item No.	Item	Quantity	Unit	Unit Price	Amount
1.	Tr. Exc. & B.F. "CL B"	1860	LF	1.75	3,255.00
2.	Tr. Exc. & B.F. "CL D"	1140	LF	1.35	1,539.00
3.	8" A.C. Pipe & Fittings	3000	LF	3.25	9,750.00
4.	Fire Hyd. Assembly	4	Ea	450.00	1,800.00
5.	Serv. Connect (145') Cut & Repl. Paving	9	Ea	355.00	3,195.00
	(Jacking 100' of 2" Conduit)			(545.00)	(4,905.00)
6.	Serv. Connect (30')	16	Ea	105.00	1,680.00
7.	Conn. 2-8" Mains	LS		200.00	200.00
8.	8" Gate Valve	1	Ea	175.00	175.00
					21,594.00
				(23,304.00)	
	LESS SALVAGE:				
1.	Fire Hyd. Assembly	4	Ea	205.00	820.00
2.	8" Gate Valve	1	Ea	90.00	90.00
				SALVAGE - - -	910.00
				(22,394.00)	20,684.00
		+ 25% Conting., Engrg. & Legal			5,171.00
				(27,992.00)	25,855.00

N
U. S.
HIGHWAY
101
HYD.
W


RELOCATE FIRE HYD.
RELOCATE VA
NEW 8" A.C.P.
OUTSIDE OF WALKWAY
FACE OF CURB
855
47.5
47.5
NEW CENTER LINE
FACE OF CURB
OUTSIDE OF WALKWAY
EXIST. 8" A.C.P.
850
W
W
W
W
W
W


TO HIGH LEVEL RESERVOIR
LANE
RELOCATE FIRE HYD.
EXIST. 8" A.C.P.
W
W
W
865
TO CRESCENT CITY
LOCATE VALVE
W
475
860
47.5
W
W
EXIST. 2" PVC PIPE
A.C.P.
BENHAM


LANE
TO HIGH LEVEL RESERVOIR
RELOCATE FIRE HYD.
EXIST. 8" A.C.P.
TO CRESCENT CITY
865
860
475
W
W
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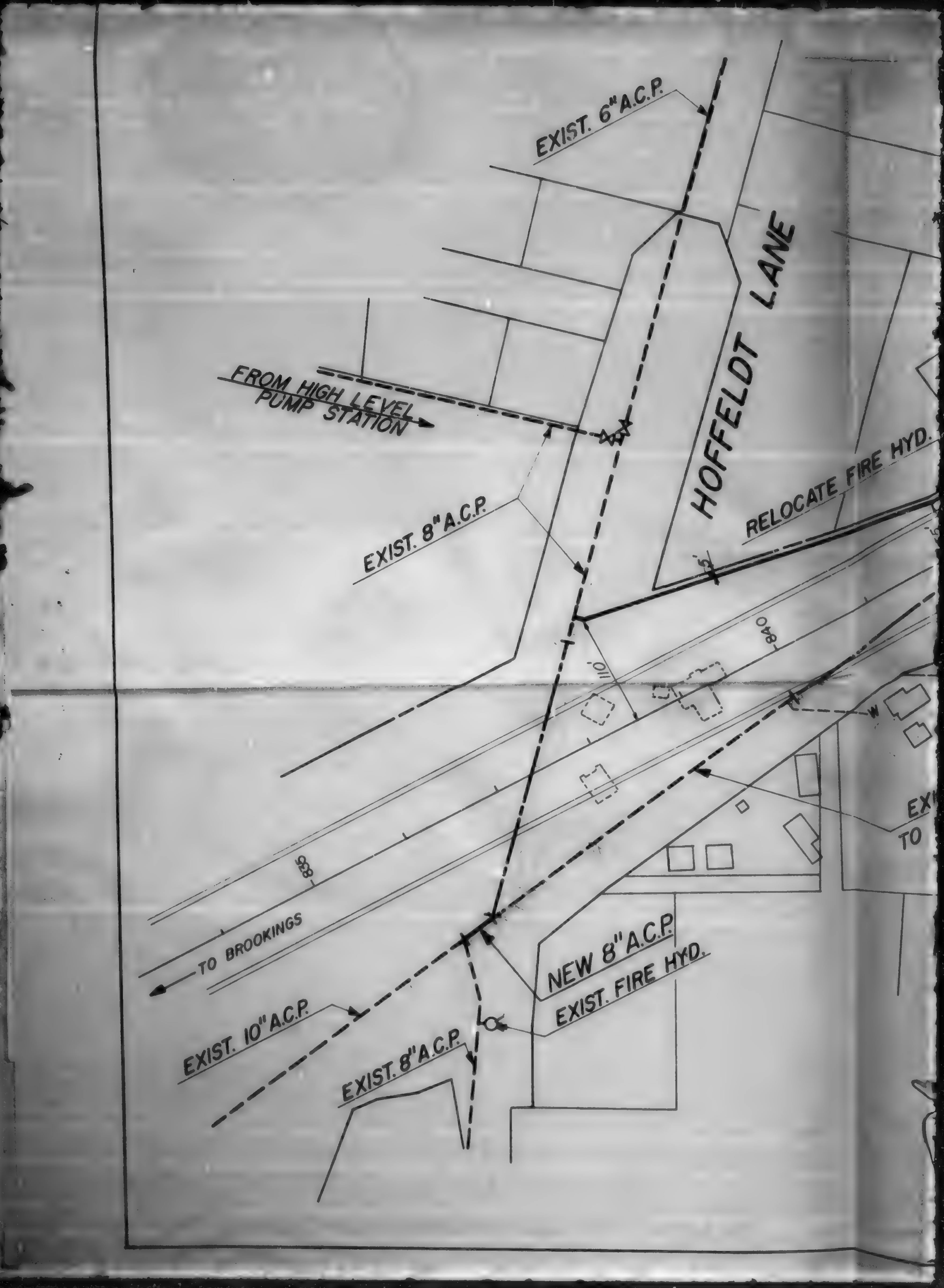
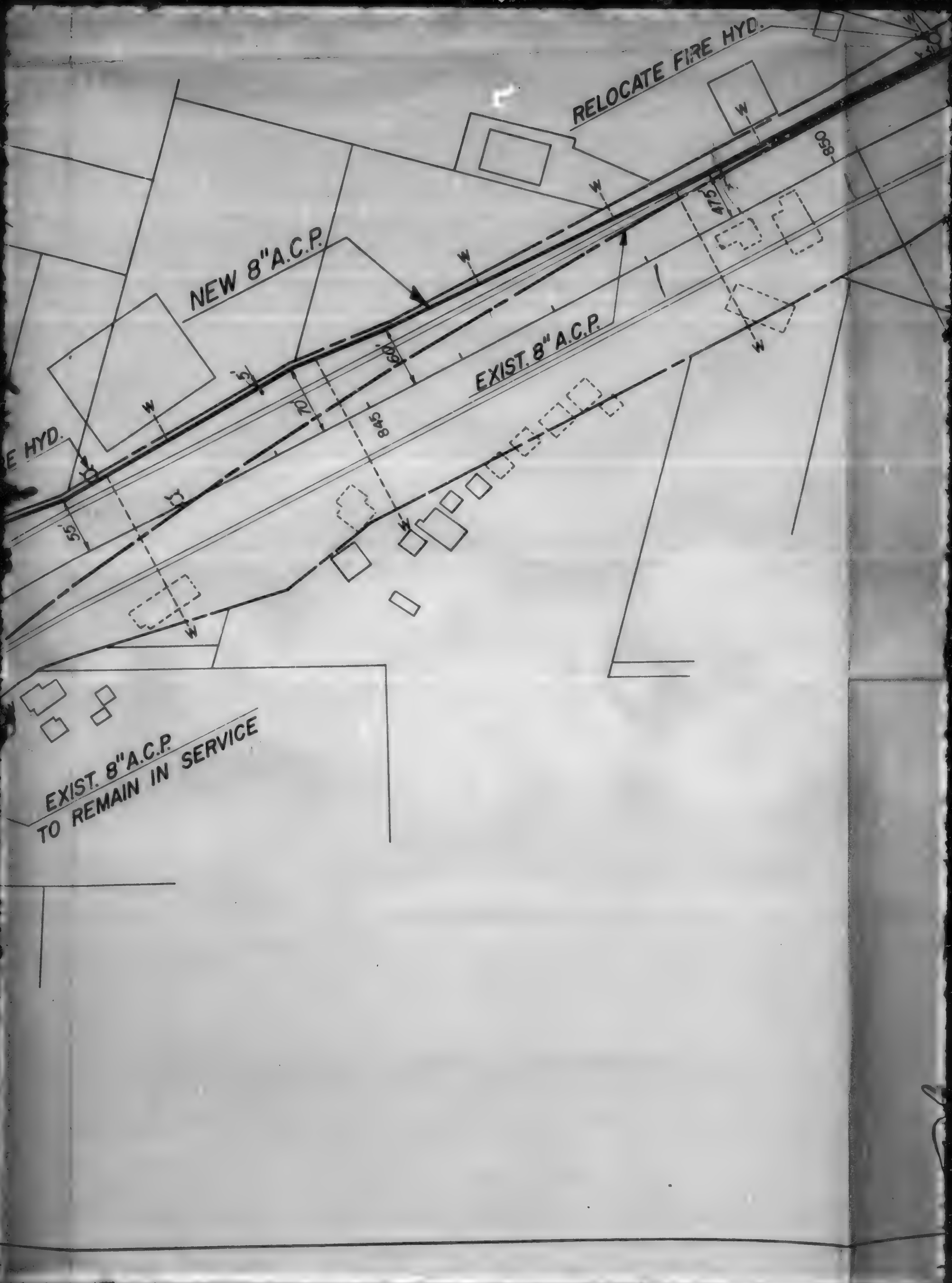
W
W
VE
EXIST. 2" PVC PIPE
BENHAM


EXIST. 6" A.C.P.
FROM HIGH LEVEL PUMP STATION
HOFFELDT LANE
EXIST. 8" A.C.P.
RELOCATE FIRE HYD.
5'
5'
840
110'
W
EXI
TO
835
TO BROOKINGS
NEW 8" A.C.P.
EXIST. FIRE HYD.
EXIST. 10" A.C.P.
EXIST. 8" A.C.P.


RELOCATE FIRE HYD.
NEW 8" A.C.P.
EXIST. 8" A.C.P.
RE HYD.
EXIST. 8" A.C.P.
TO REMAIN IN SERVICE
850
475'
160'
845
70'
5'
55'
W

NEW
850
W
W
W
W
850+25.25 P.O.T. BK.
=848+00.00 P.O.T. AH.

Red indicates where Exty
is within 2' or less of
proposed New Hwy.

Exty Water Line
of Subgrade of

PRELIMINARY
NOT FOR CONSTRUCTION
DATE 3/20/70

HARBOR RURAL WATER DISTRI
HARBOR, OREGON

WATER MAIN RELOCATI
ALONG
NEW U.S. HWY 101
HOFFELDT LN. TO BENHAM L

SCALE: 1"=100'	DATE: MAR., 1970	JOB NO

DES: R.S.B.
DR: B.S.H.
CK: C.B.S.

CBS ENGINEERING
512 WEST 6TH STREET
MEDFORD, OREGON

Line of

HARBOR RURAL WATER DISTRICT
HARBOR, OREGON

WATER MAIN RELOCATION
ALONG
NEW U.S. HWY 101
HOFFELDT LN. TO BENHAM LN.

SCALE: 1"=100'	DATE: MAR., 1970	JOB NO. 67-37E

DES: R.S.B.
DR: B.S.H.
CK: C.B.S.

CBS ENGINEERING
512 WEST 6TH STREET
MEDFORD, OREGON

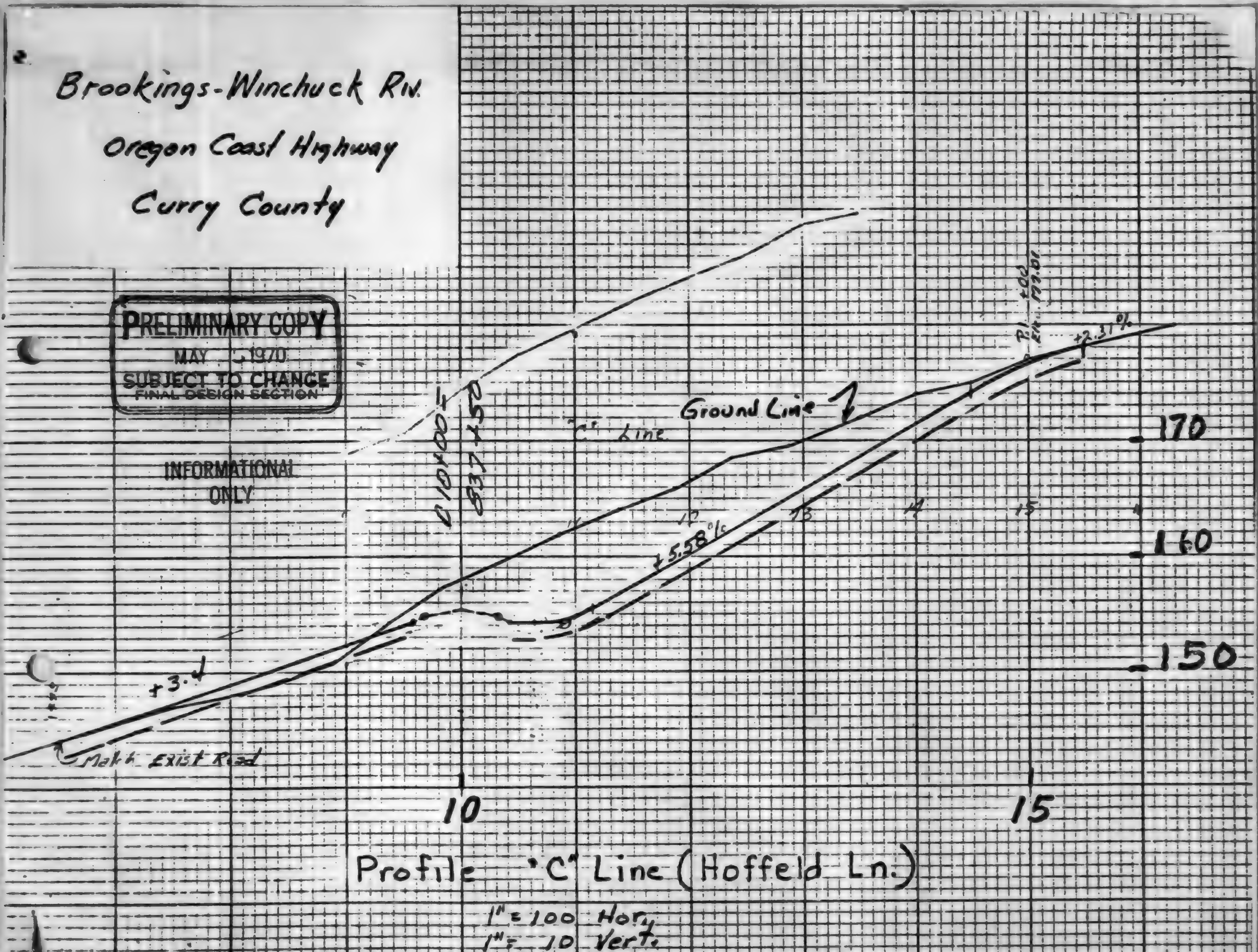
SHEET NO.
1 OF 1

RELIMINARY
NOT FOR CONSTRUCTION
DATE 3/20/70

Brookings-Winchuck Riv.
Oregon Coast Highway
Curry County

PRELIMINARY COPY
MAY 1970
SUBJECT TO CHANGE
FINAL DESIGN SECTION

INFORMATIONAL
ONLY



Profile "C" Line (Hoffeld Ln.)

1" = 100 Horz.
1" = 10 Vert.

CBS ENGINEERING
612 WEST 6TH STREET
MEDFORD, OREGON 97501

March 9, 1970

Mr. Albert Mincer
Chairman of the Board of Commissioners
Harbor Rural Water District
P. O. Box 2437
Harbor, Oregon   97415

Re: EXTENSION OF AGREEMENT FOR ENGINEERING SERVICES
FOR WATER LINE RELOCATION ON U.S. HIGHWAY 101.

Dear Mr. Mincer:

The widening and realignment of U.S. Highway 101 as proposed by the Oregon State Highway Department will require certain changes in existing water lines belonging to the Harbor Rural Water District. Some of the changes will require that the water lines be relocated to a greater depth, and some will require a new route.

Much of the cost for engineering and construction to change the existing water lines will be the responsibility of the Oregon State Highway Department, and some of the costs may be the responsibility of the Harbor Rural Water District.

It is proposed that the Agreement for engineering services dated February 13, 1969 be added to and extended to include these additional engineering services, as follows:

F. PHASE V.: C.B.S. Engineering agrees to furnish and perform the various professional engineering services, as tabulated briefly below, required for the relocation, replacement and/or rerouting of existing water lines as required for the construction of U. S. Highway 101 as proposed by the Oregon State Highway Department.

1. Perform all required investigations of existing water lines and on-site investigations for relocation.

replacement and/or rerouting of existing water lines.

2. Coordinate work with the Engineers of the Oregon State Highway Department in all details and act as a liaison between the Harbor Rural Water District and the Oregon State Highway Department.

3. Prepare design, plans, specifications, easements, right-of-ways, and cost estimates as required.

4. Furnish supervision and inspection of materials and workmanship as required.

5. Assist the Harbor Rural Water District in obtaining an equitable distribution of costs.

C. ENGINEERING FEES:

1. C.B.S. Engineering agrees to perform the engineering services as outlined above for PHASE V, and the Harbor Rural Water District agrees to pay C.B.S. Engineering as compensation for said services the per diem rates, plus expenses incidental to the work, in accordance with the FEE SCHEDULE FOR ENGINEERING SERVICES attached herewith, dated January 15, 1970, and effective January 1, 1970.

2. Payment shall be made monthly and progressively, commensurate with the amount of engineering services performed by C.B.S. Engineering and as determined by the cost accounting records maintained by C.B.S. Engineering. The Harbor Rural Water District shall have the right to review or audit these records at its pleasure.

3. The form of payment to be made by the Harbor Rural Water District shall be in cash, check, or by municipal warrants bearing interest at the rate of 5% per annum and callable on or before 2 years from date

> of issue. It is agreed that issuance of municipal warrants is a method of interim financing to serve until bonds are sold or other methods of financing can be obtained.

Thank you for this opportunity to present this proposal for engineering services. Please do not hesitate to contact us if you have any questions.

If you and the Board of Commissioners are in agreement with this proposal, please signify approval and agreement by signing in the space provided below.

Yours very truly,

Clifford B. Shaw

Clifford B. Shaw
Consulting Civil Engineer

CBS:ch

Enclosure

APPROVED BY THE
HARBOR RURAL WATER DISTRICT:

____
Chairman of the Board of Commissioners

ATTEST: ______________________________
Secretary-Treasurer

Clifford B. Shaw
Consulting Civil Engineer

Area Code 503
Office 779-4641
NEW PHONE
[illegible]

CBS ENGINEERING
512 West Sixth Street
Medford, Oregon 97501

January 15, 1970

FEE SCHEDULE FOR ENGINEERING SERVICES
Effective January 1, 1970

TITLE	SERVICE	HOURLY RATE
Expert Witness I:	Professional Witness for Court Testimony.	$25.00
Expert Witness II:	Pre-trial Conference and Preparation for Court Appearance.	$15.00
Project Engineer:	Consultation, Project Supervision, Final Checking of Design, Review of Contract Documents and Specifications.	$14.00
Engineer I:	Design Supervision, Checking Design, Calculations, Research, Contract and Specification Writing, Cost Estimates, Report Writing.	$13.00
Engineer II:	Office: Design, Design Calculations, Quantities, Research, Surveying Calculations, Preparation of Legal Descriptions, Soils Analysis & Reports.	$12.00
Engineer II:	Field: Construction Supervision, Field Investigation, Soil Investigation.	$12.00
Engineer III:	Supervise Survey Crew, Surveying Calculations.	$11.00
Engineer IV:	Construction Inspection	$10.00
Technician I:	Soils Technician	$10.00
Technician I:	Design Draftsman	$10.00
Technician II:	Engineering Assistant	$ 9.00
Technician II:	Draftsman - Layout, Plotting	$ 9.00
Technician III:	Draftsman Tracing, General Drafting	$ 8.50
Survey Crew:	2-Man Crew	$18.00
Survey Crew:	3-Man Crew	$24.00
Typist:	Contract Documents, Specification, Legal Descriptions, Letters, etc.	$ 5.00

Transportation Cost - - - $0.15 per mile

Miscellaneous Expense - - Actual Cost plus 10%
(Prints of Plans and Maps, Copies of Contract Documents, Specifications and Reports, out-of-pocket expenses, etc.)

8-1111 Brookings-Winchuck River Section 1970
of Oregon Coast Highway at Brookings
#7510 (Grading, pav. & struct.) #1

C4A 383C

A9R 514

RECEIVED
APR 30 1970
8-1111
7310

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 28, 1970

Commander (oan)
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Attention Mr. N. G. Nelson
Lieutenant Commander
Chief, Aids to Navigation Branch

Gentlemen:

Chetco River Bridge
Oregon Coast Highway
Bookings, Curry County
Bridge No. 1143D
Your File 3271 Ser 265 and 298

Please refer to your letter of April 16, 1970, concerning the subject bridge. We are returning the originals and three prints of sheets numbers 1 through 4 on which we have added the requested information. On sheet number 3 of 4 we have added the alignment data and the grade line diagram which fixes the location of the structure.

The west approach to the structure does not infringe upon any part of the Azalea State Park property. The park is bounded by the road which is shown just south of the park and is indicated by the shaded area on sheet number 2 of 4.

The removal of the existing structure will be part of the project which includes grading, paving, and structure. The removal of the existing structure will be started at the time traffic is routed over the new alignment and is estimated to require less than ninety days to complete.

We have your letter of April 24, 1970, enclosing a copy of a letter from the Department of Army, Portland District Corps of Engineers, stating that in their opinion piers number 3 and 4 should be reoriented parallel to the flow of the river to reduce undesirable scour and turbulence around the piers.

On April 27, 1970, we discussed this matter with Mr. Huff of the U. S. Corps of Engineers by telephone. At that time we pointed out that the

NOTED
[illegible]

piers are located at right angles to the centerline of the bridge because the center three spans of the structure will be of the post-tensioned concrete girder type and to skew the piers would add stess not desired in this type of structure. We also pointed out that the piers are "T" shaped with the dimensions of the column at elevation 0.0 being approximately 24' x 12' decreasing to 23' 6" x 11' at elevation +10 which is high water. These piers will be founded on long steel piling and will be well riprapped to take care of the scour due to turbulence around the piers.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

TCR:DH
Attachment

cc Tom Edwards
A. A. Rear
C. T. Keasey

RECEIVED
APR 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1970

8-1111
7510

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Ser 265
16 April 1970

In reply refer to
Proposed bridge by
Oregon State Highway Commission
Across the Chetco River
At Brookings, Oregon
River Mile 0.7

PUBLIC NOTICE NO. 70-10

BRIDGES

All interested parties are notified that an application has been received by the Commander, Thirteenth Coast Guard District, from the Oregon State Highway Commission, for approval of location and plans for a bridge over the Chetco River at Brookings, Oregon.

CHARACTER OF WORK

To construct a fixed highway bridge over the Chetco River, Mile 0.7, at Brookings, Oregon. The proposed bridge will carry Oregon Coast Highway 101, and will be located approximately 500 feet upriver from the existing bridge, which will be removed. The proposed bridge will consist of five (5) main spans and two (2) approach spans. The principal span will provide a horizontal clearance of 160 feet normal to the channel. The vertical clearance will provide 48.75 feet over the entire width measured above the high water of December 1964 (El. 14.7 MSL), with 59.75 feet available at the center of the span at the same high water. An additional 14.7 feet of clearance will be available when the tide stage corresponds to Mean Sea Level.

The proposed bridge will provide 43 feet more vertical clearance at the center of the principal span than the existing bridge provides at mid-span. The drawings of the proposed bridge are shown on sheets 1, 2, 3 and 4, attached. The State further proposes to provide a minimum horizontal clearance of 30 feet during the construction period, between rows of falsework piles. This is indicated on sheet 4a attached.

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans of the proposed bridge will be granted must rest primarily upon the effect of the bridge and causeway on navigation. However, other pertinent factors, such as wildlife and waterfowl refuges, public parks, historical sites, etc., will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

NOTED
TOM EDWARDS

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, upon suitability of the location and adequacy of the navigational clearances, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attention: Aids to Navigation Branch, 618-2nd Avenue, Seattle, Washington 98104, through 21 May 1970.

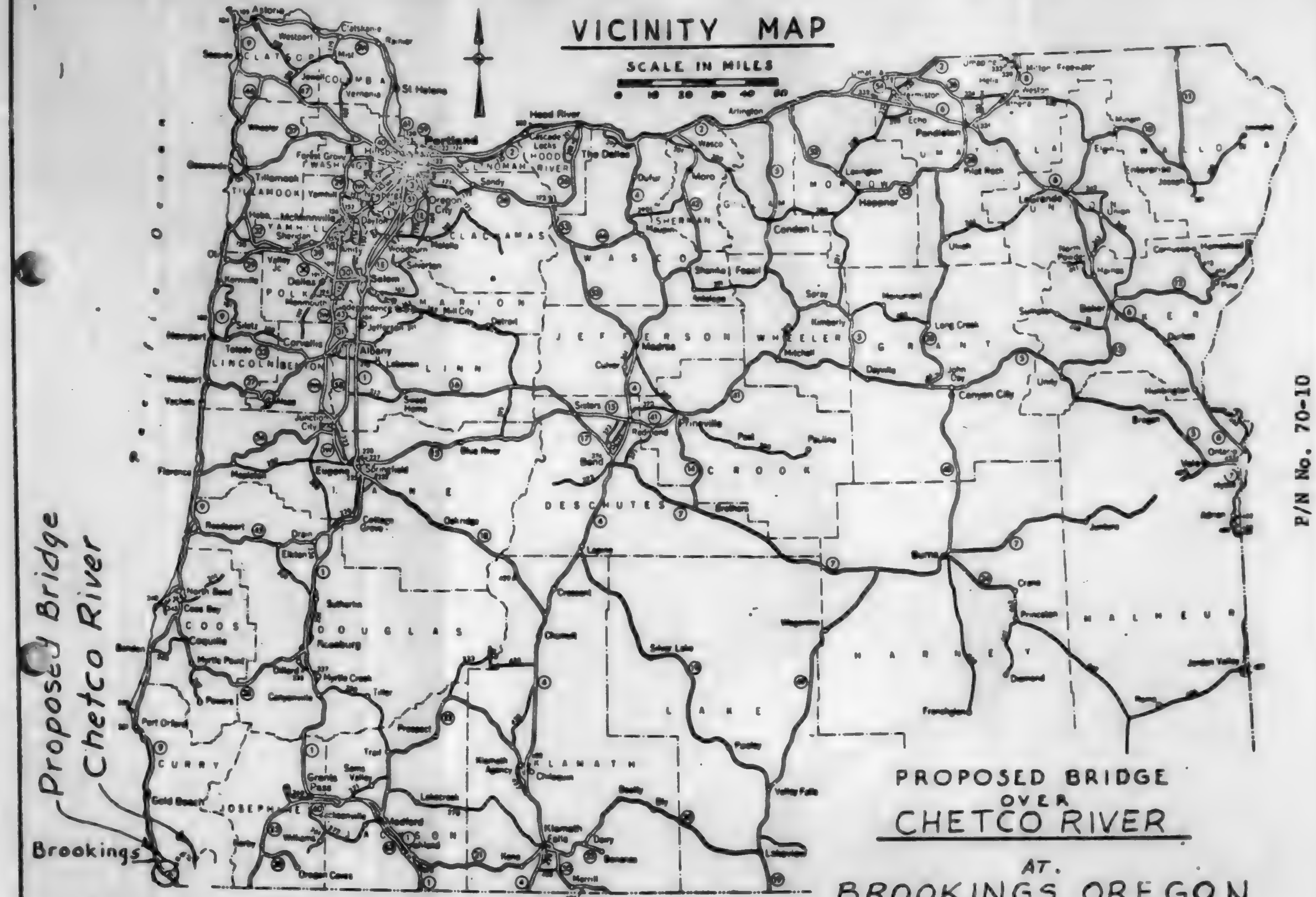
Plans of the proposed bridge are attached hereto.

This Notice consists of 2 pages, plus 5 sheets of drawings.

R. E. EMERSON
Captain, U.S.Coast Guard
Chief, Operations Division
By direction of District Commander

Encl. (1) 5 sheets dwgs.

RECEIVED
APR 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

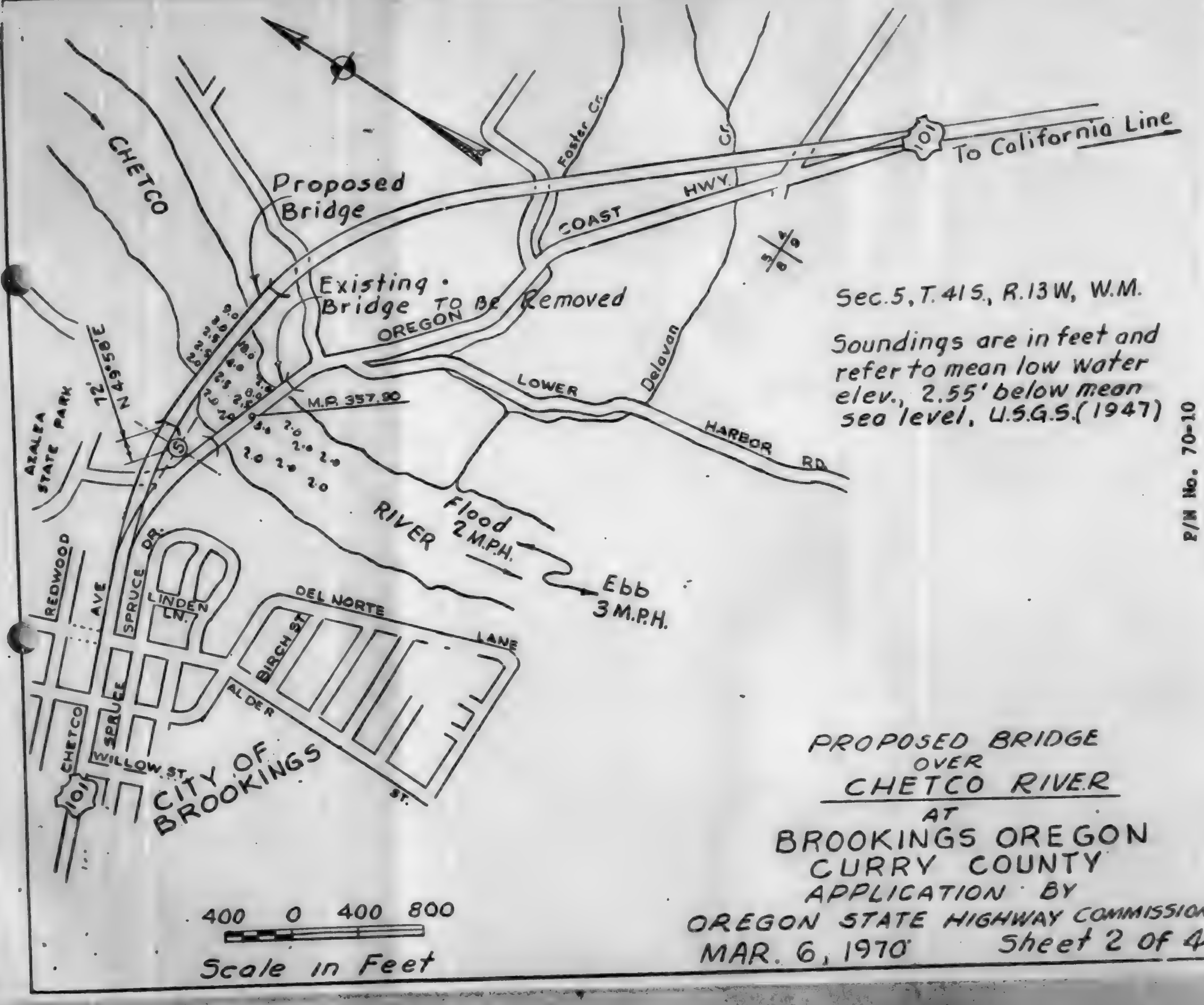

VICINITY MAP
SCALE IN MILES
Pacific Ocean
Proposed Bridge
Chetco River
Brookings
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
CLACKAMAS
YAMHILL
POLK
MARION
LINCOLN
BENTON
LINN
LANE
COOS
DOUGLAS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
DESCHUTES
CROOK
JEFFERSON
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
WHEELER
GRANT
UNION
WALLOWA
BAKER
HARNEY
MALHEUR
Portland
Salem
Eugene
Astoria
St Helens
The Dalles
Hood River
Pendleton
La Grande
Baker
Ontario
Burns
Bend
Redmond
Prineville
Madras
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Coos Bay
Coquille
Gold Beach
Port Orford
Newport
Corvallis
Albany
Tillamook
Seaside
Canyon City
John Day
Condon
Heppner
Moro
Fossil
Lexington
Ione
Hermiston
Milton Freewater
Enterprise
Joseph
Vale
Nyssa
Jordan Valley
Paisley
Valley Falls
Florence
Reedsport
Cottage Grove
Oakridge
Junction City
Springfield
Sisters
Dallas
Independence
Monmouth
McMinnville
Forest Grove
Hillsboro
Oregon City
Sandy
Woodburn
Silverton
Lebanon
Sweet Home
Dufur
Maupin
Wasco
Arlington
Echo
Umatilla
Athena
Weston
Elgin
Imbler
Union
Halfway
Richland
Huntington
Unity
Prairie City
Dayville
Mitchell
Spray
Kimberly
Long Creek
Ukiah
Pilot Rock
Adel
Frenchglen
Crane
Drewsey
Riley
Christmas Valley
Fort Rock
Silver Lake
Chiloquin
Merrill
Bonanza
Dairy
Keno
Prospect
Trail
Glendale
Canyonville
Myrtle Creek
Sutherlin
Elkton
Drain
Powers
Myrtle Point
Bandon
North Bend
Toledo
Siletz
Waldport
Yachats
Cave Junction
Jacksonville
Gold Hill
Central Point
Rogue River
Oregon Caves

PROPOSED BRIDGE
OVER
CHETCO RIVER

AT.
BROOKINGS OREGON
CURRY COUNTY
APPLICATION · BY
OREGON STATE HIGHWAY COMMISSION
MAR. 6, 1970 Sheet 1 Of 4

Approved: Port of Brookings
president
secretary

P/N No. 70-10

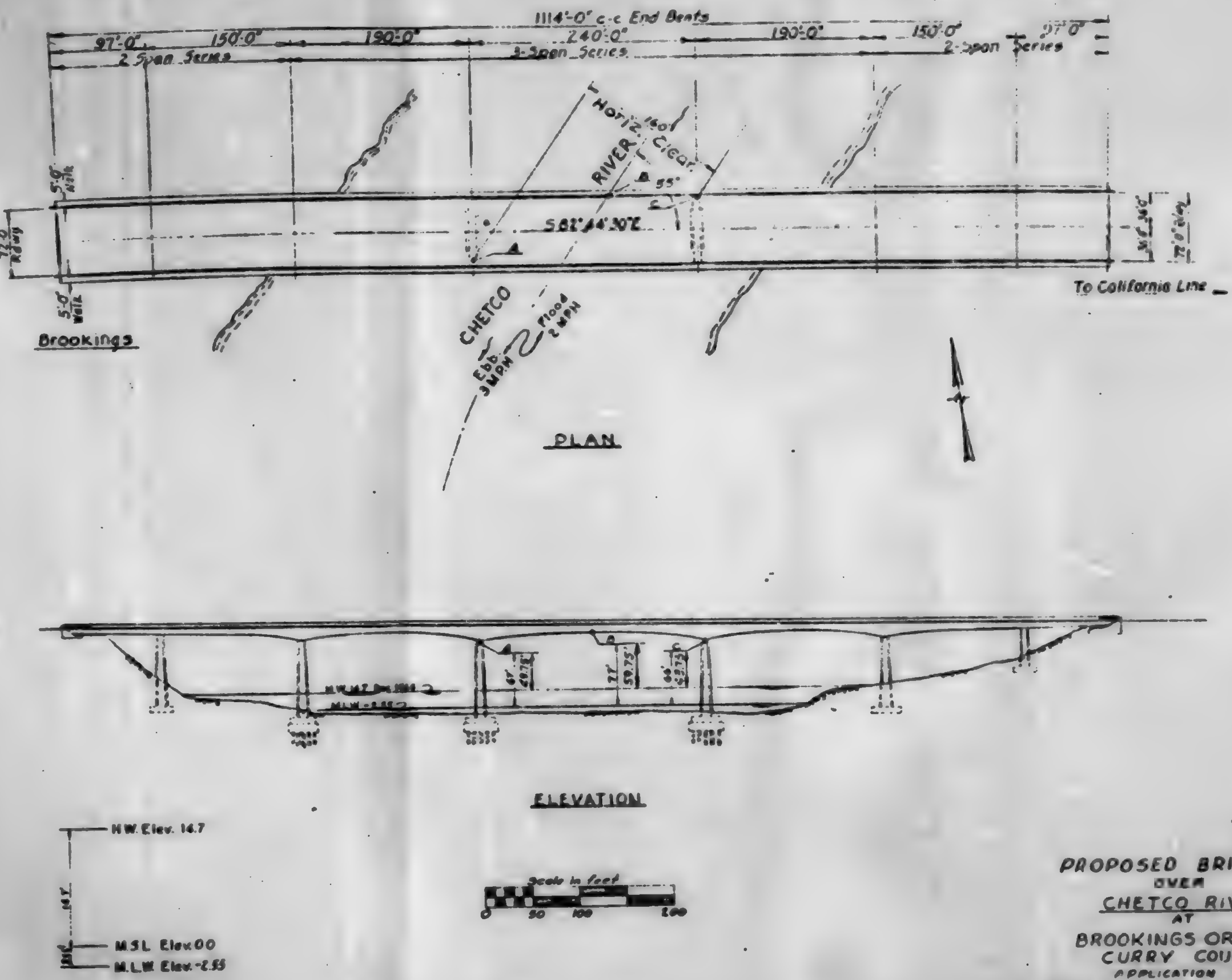

CHETCO
Proposed
Bridge
Existing ·
Bridge TO BE Removed
OREGON
COAST
HWY.
Foster Cr.
Cr.
Delavan
LOWER
HARBOR
RD.
101
To California Line
M.P. 357.90
72'
N 49°58'E
AZALEA
STATE PARK
5
RIVER
Flood
2 M.P.H.
Ebb
3 M.P.H.
REDWOOD
AVE
SPRUCE DR.
LINDEN
LN.
DEL NORTE
LANE
BIRCH ST.
ALDER
ST.
CHETCO
SPRUCE
WILLOW ST.
101
CITY OF
BROOKINGS
400 0 400 800
Scale in Feet

Sec. 5, T. 41 S., R. 13 W, W.M.

Soundings are in feet and refer to mean low water elev., 2.55' below mean sea level, U.S.G.S. (1947)

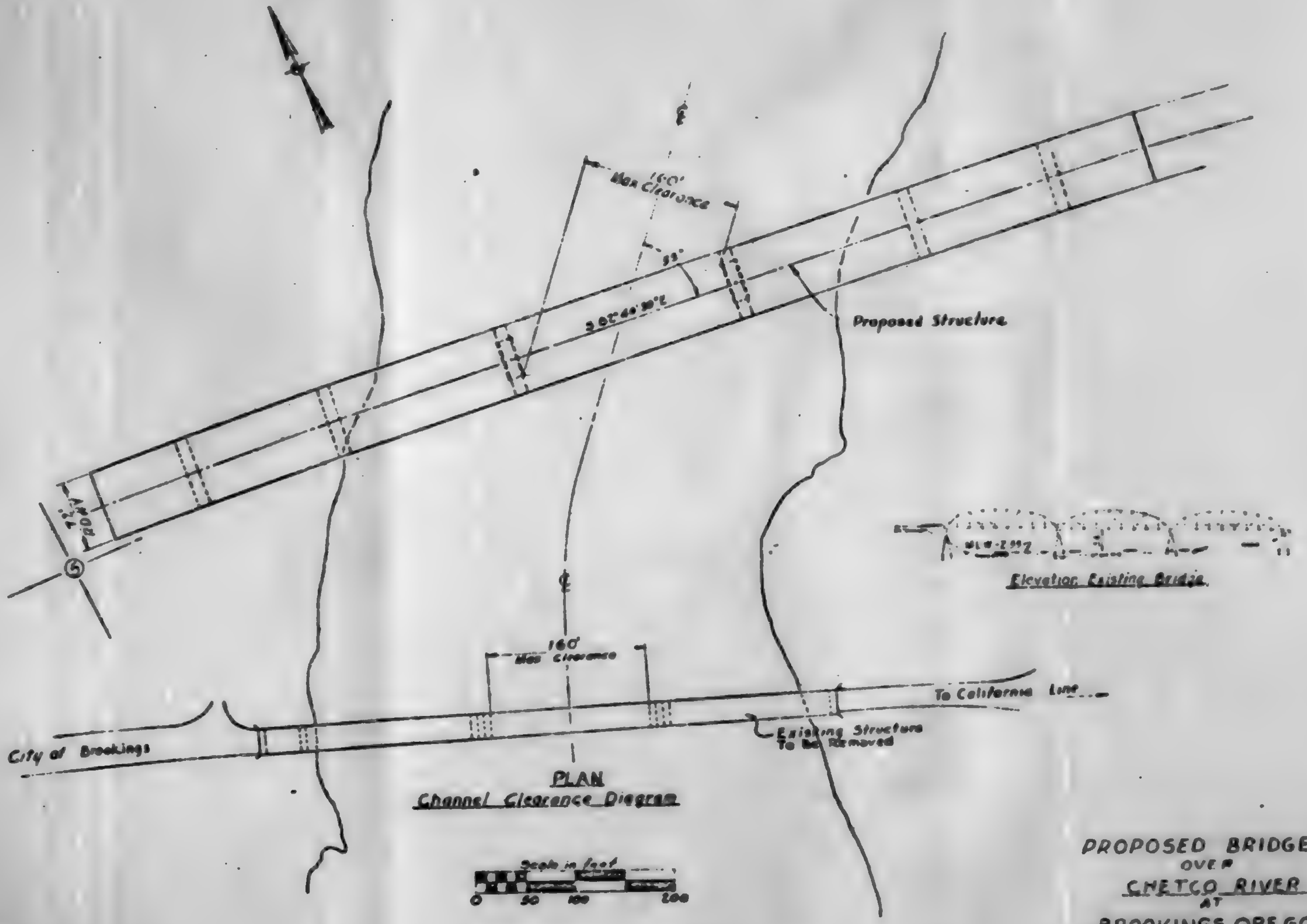
P/N No. 70-10

PROPOSED BRIDGE
OVER
CHETCO RIVER
AT
BROOKINGS OREGON
CURRY COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 6, 1970 Sheet 2 of 4


1114'-0" c-c End Bents
97'-0"
150'-0"
190'-0"
240'-0"
190'-0"
150'-0"
97'-0"
2 Span Series
3-Span Series
2 Span Series
Horiz. 160' Clear
RIVER
55°
S 81°44'30"E
72'-0" Rdwy
5'-0" Walk
5'-0" Walk
36'-0" 36'-0"
78'-0" Along
To California Line
Brookings
CHETCO
Ebb 3 MPH
Flood 2 MPH
PLAN
67' 69.75'
77' 59.75'
66' 69.75'
ELEVATION
H.W. Elev. 14.7
M.S.L. Elev. 0.0
M.L.W. Elev. -2.55
Scale in feet
0
50
100
200

P/N No. 70-10

PROPOSED BRIDGE
OVER
CHETCO RIVER
AT
BROOKINGS OREGON
CURRY COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 6, 1970 Sheet 3 Of 4


160'
Max Clearance
55°
S 67°40'30"E
Proposed Structure
72'
R/W
⑤
℄
160'
Max Clearance
City of Brookings
To California Line
Existing Structure
To be Removed
Elevation Existing Bridge
Scale in feet
0 50 100 200

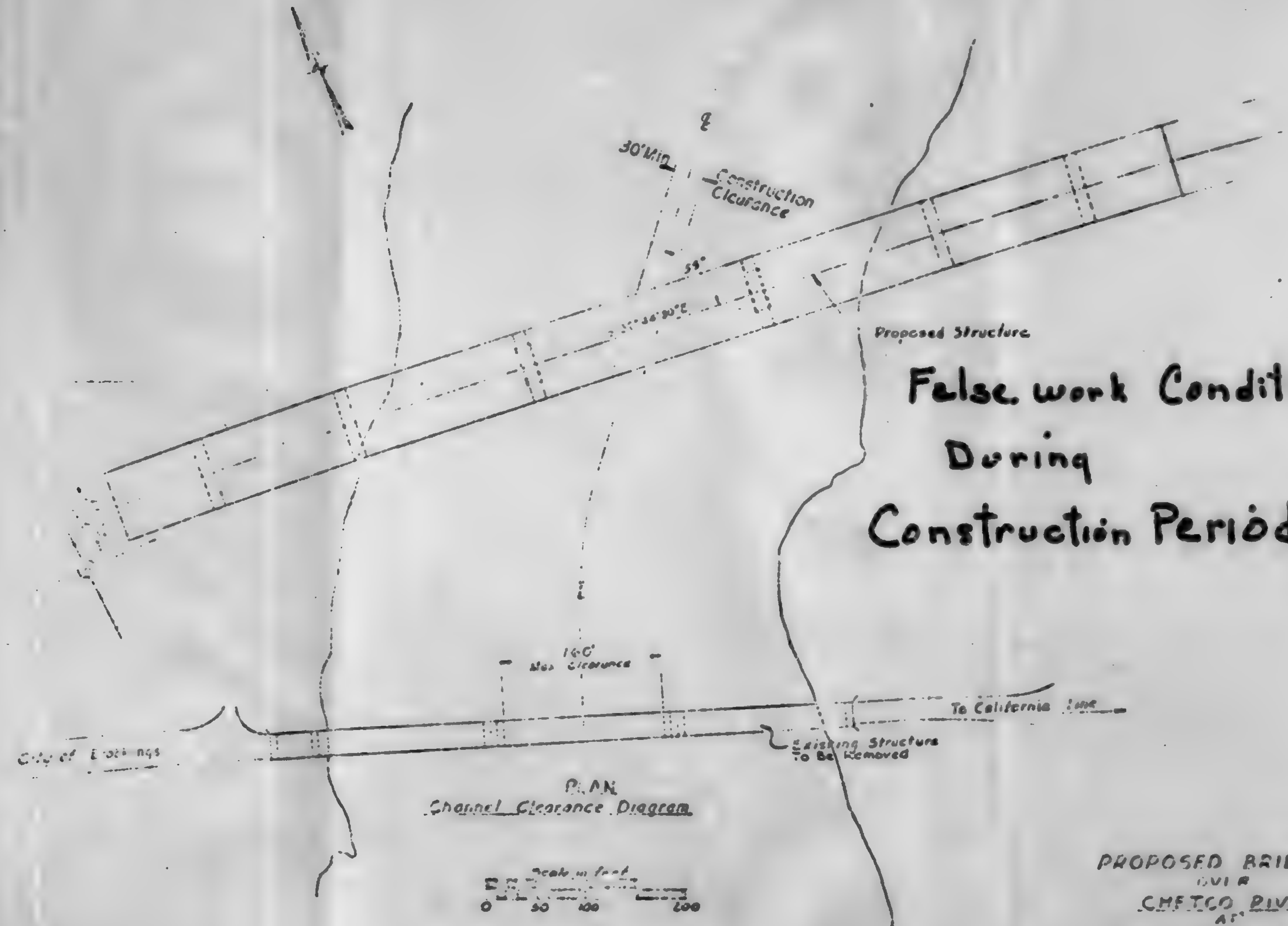
PLAN
Channel Clearance Diagram

PROPOSED BRIDGE
OVER
CHETCO RIVER
AT
BROOKINGS OREGON
CURRY COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 6, 1970 Sheet 4 Of 4

P/N No. 70-10

False work Conditions During Construction Period.

P/N No. 70-10



30' Min.
Construction Clearance
55°
Proposed Structure
140'
Min. Clearance
To California Line
City of Brookings
Existing Structure To Be Removed

PLAN
Channel Clearance Diagram

Scale in feet
0 50 100 200

PROPOSED BRIDGE
OVER
CHETCO RIVER
AT
BROOKINGS OREGON
CURRY COUNTY
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
MAR. 6, 1970 Sheet 4 of

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APR 13 1970
FOR FILING

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7510

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 9, 1970

Commander
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Re: Chetco River Bridge
~~Brookings-Winchuck River Sec.~~
Oregon Coast Highway
Curry County
Bridge No. 1143D

Application is made herewith for the approval of the U. S. Coast Guard under the Secretary of the Department of Transportation to construct a post-tensioned reinforced concrete box girder structure over the Chetco River on the realignment of the Oregon Coast Highway located at the easterly limits of the City of Brookings, Curry County, Oregon.

The estimated cost of the proposed structure, including the removal of the existing structure, is $2,432,000. This estimate is for the structure only; it does not include any of the grading, paving, or contingencies and engineering.

The west end of the proposed structure is located approximately 72' on a line north 49°58' east from the center of Section 5, T. 41 S., R. 13 W., W.M., Curry County, Oregon.

The legal authority for the construction of this structure is found in the State of Oregon laws, ORS 366.205, and the enclosed certified extract from the minutes of the March 17, 1970, meeting of the Highway Commission which refers to the construction of the proposed structure.

NOTED
TOM EDWARDS

We are attaching the required original and three copies of the plans. We anticipate calling for bids for the construction of this structure on October 15, 1970.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

TCR:jf

cc: Tom Edwards
A. A. Rear
C. T. Keasey

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APR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1970

FOR FILING

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8-VI-11
7510

Salem, Oregon 97310
April 9, 1970

Brookings-Winchuck
River Section

Mr. D. J. Barbee
Design Engineer
BUILDING

The old Chetco River Bridge should become the property of the contractor. Please prepare the specifications to accomplish this purpose. This, naturally, is to be disposed of out of sight of any highway and at a location not objectionable to us.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
APR 8 - 1970
FOR FILING

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7510

Klaboe

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

April 3, 1970

Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Attention Mr. L. H. Young, Program and Planning Engineer

HIGHWAY DIVISION PROJECTS: RICKREALL-INDEPENDENCE JUNCTION
BROOKINGS-WINCHUCK RIVER

The above-named projects have been coordinated with the interested state agencies.

All agencies concurred in the two projects with the caution that construction of the bridges across streams should be such as to avoid pollution and excessive siltation on the streams because of the possible damage to intertital animals in the sand at the mouth of the streams; and that the construction should comply with the Highway Safety Program Standards No. 312 relating to the design, construction and maintenance of highways.

Ed

Edward G. Westerdahl, II

4-7-70

REFERRED TO
Young
By [illegible] State Hwy. Engr.

NOTED
F. B. K

RECEIVED
APR 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAR 19 1970
FOR FILING

8-1111
75-0

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 17, 1970

To:
C. T. Keasey
Division Engineer
P. O. Box 1128
Roseburg, Oregon 97470

SUBJECT:
Chetco River Bridge
Brookings-Winchuck R. Sec.
Oregon Coast Highway
Curry County
Bridge No. 1143D

In order to complete our application for a Coast Guard permit to enable us to construct the subject structure we are required to submit the attached tracings showing the proposed location and clearances for the bridge. You will note that on Sheet No. 1 there is a space for the signatures of the President and Secretary for the Port of Brookings.

We are sending these tracings along with three prints each to you so that you may obtain the proper signatures. This should be done as soon as practical as the date for calling for bids for the construction of this structure is tentatively scheduled for October 15, 1970, which does not leave us too much time to receive the necessary permit and design the structure.

After you obtain the signed tracings, please return the tracings so that they may be incorporated in the application for the permit. The prints may be retained by you and the county court.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

TCR:jf
cc: Tom Edwards
A. A. Rear

NOTED
TOM EDWARDS

RECEIVED
MAR 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1970
FOR FILING

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 13, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

Dear Mr. Simpson:

Chetco River Bridge
Brookings-Winchuck River Section
Oregon Coast Highway
Curry County
Bridge No. 1143D

Enclosed are five prints each of drawings numbers 24868, 24991, 26052 and 26053 which are the preliminary plan and elevation, vicinity map and foundation data sheets for the subject structure. Also enclosed are five copies each of the foundation recommendation, hydraulic data, and an architectural perspective drawing.

The width, length, alignment, and elevation of the structure were determined in accordance with the requirements established for the project. On a judgment basis we have selected a cast-in-place post-tensioned box structure as being the most suitable type of structure for this site. High maintenance costs could be expected for a steel plate girder or steel box type of structure. We feel that our type selection will result in a structure with minimal maintenance problems. Details will be worked out so that the post-tensioning conduits will have adequate concrete cover.

The estimated cost, based on approximate quantities, and including an allowance for engineering and contingencies, is $2,920,000.

This is being sent to you as a preliminary submission for your approval.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

LLW:dh
Enclosure
cc Tom Edwards
L. H. Young
V. E. Skoog

RECEIVED
MAR 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
MAR 5 - 1970
FOR FILING

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March 4, 1970

Oregon State Highway Commission

Gentlemen:

As you know, the Emergency Board authorized the issuance of bonds for the construction of the Brookings-Winchuck River Section on the Oregon Coast Highway in Curry County. Corridor and design public hearings were held April 22, 1969 and September 24, 1969, respectively. Design approval was received from the Bureau of Public Roads January 29, 1970.

This project is 4.5 miles in length. The work on major realignment involves the replacement of the Chetco River Bridge and improvement of the existing highway to a four-lane facility. The estimated cost of construction is $5,850,000 and the estimated right-of-way cost is $1,370,000, for a total estimated cost of $7,220,000.

I recommend your approval of the survey and design described above and request finance authority for the purchase of the necessary rights-of-way with construction to take place when funds become available.

This matter will be on the agenda for the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Map to Trans for Record file #369A
6-15-70

Attachment

cc: Floyd Query - 5 maps
R. L. Porter - 1 map
Tom Edwards - 1 map
F. B. Klaboe - 1 map
V. D. Wolfe - 1 map
F. D. Morgan - 1 map
D. J. Barbee - 1 map
D.H. Moehring - 1 map
C. T. Kessey - 1 map
L. E. Young - " "
V. E. Skoog

BLG:bb sr

ATTACHMENT B

NOTICE OF INTENT
February 27, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division — Salem (Address)
Contact Person L. H. Young — 2761 (Phone)

1. Project Location

Administrative District 7 City Brookings
County Curry Special District(s) (if applicable)
Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal-Aid Primary
Authorizing Legislation Title 23, USC Highways (Public Law No. and Title)
Fed. Admin. Agency: Dept. Department of Transportation
Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant	4,450,000	Source of State Agency Share (if any)	
Local Applicant Share	-	General Fund	-
*State Agency Share	2,950,000	Other Funds (specify)	-
Other (specify)	-		
TOTAL	7,400,000	*Total State Agency Share	2,950,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date September 1, 1970

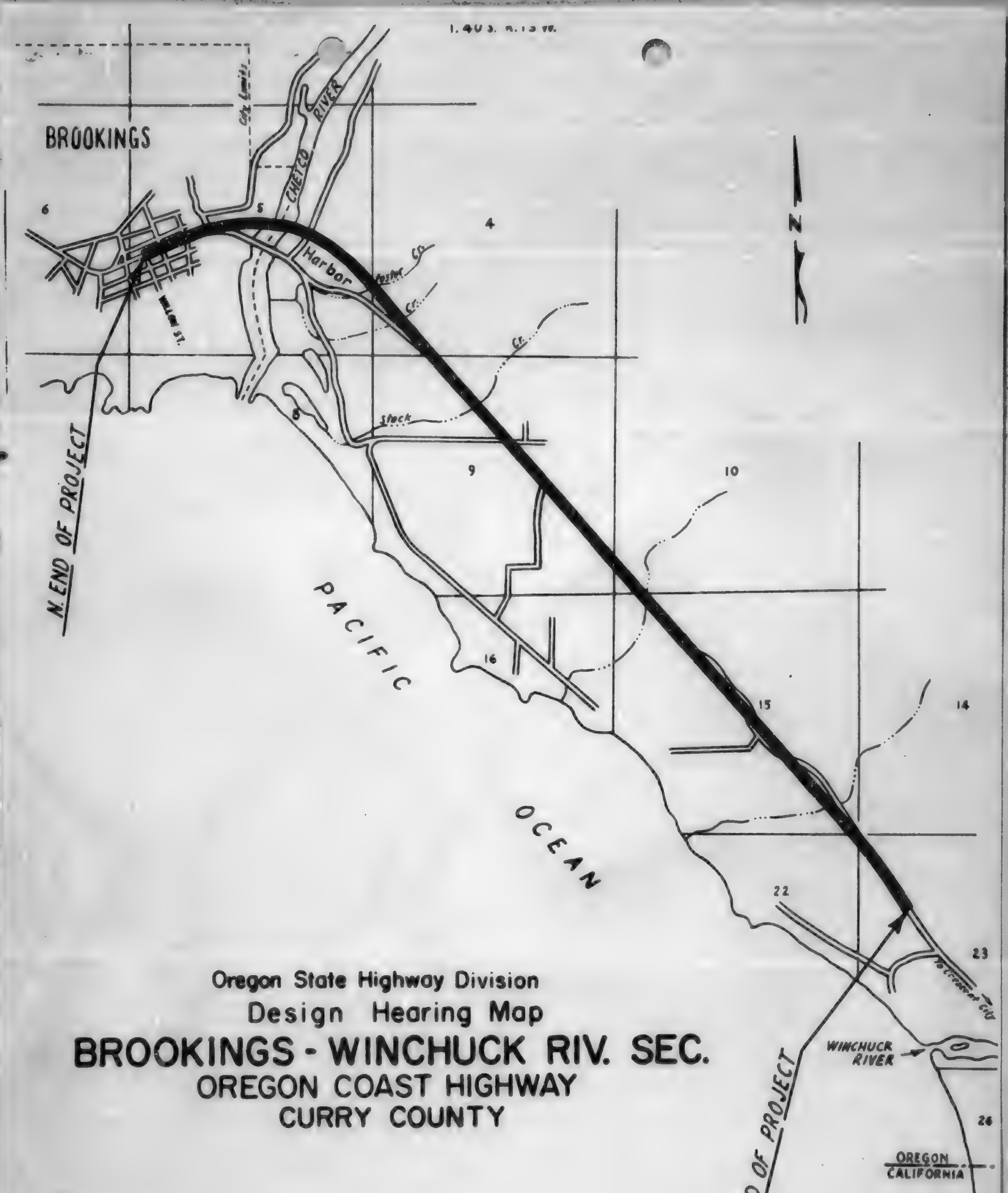
---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Brookings-Winchuck River Sec., Oregon Coast Highway
Project consists of preliminary engineering, right of way acquisition, grading, paving, structure and incidental work to reconstruct the existing substandard two lane facility to 4-lane and high standard two-lane with limited access.

Length of Project	4.5 miles
Estimated ADT	1968 = 4,200 1989 = 7,700
Standards	Class A (2) & (4) Highway (Highway Technical Bulletin No. 19)
Typical Section	The portion of the proposed project between Willow Street and Benham Lane will be a curbed section with four 12-foot travel lanes, variable 4-foot to 16-foot median and 10-foot parking areas. The portion from Benham Lane to a point approximately one-half mile northerly of the southerly end of the project will have four 12-foot travel lanes, variable 4-foot to 16-foot median and 10-foot shoulders. The remainder of the project will have two 12-foot travel lanes and 10-foot shoulders.
Structures	Bridge over Chetco River.

See attached map for geographic location.


T. 40 S. R. 13 W.
BROOKINGS
City Limits
CHETCO RIVER
Harbor
Foster Cr.
Cr.
Cr.
Stock
Wilson St.
N
6
5
4
6
9
10
16
15
14
22
23
26
PACIFIC OCEAN
N. END OF PROJECT
S. END OF PROJECT
To Crescent City
WINCHUCK RIVER
OREGON
CALIFORNIA

Oregon State Highway Division

Design Hearing Map

BROOKINGS - WINCHUCK RIV. SEC.

OREGON COAST HIGHWAY

CURRY COUNTY

RECEIVED
FEB 3 1970

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

8-1111

7510

DATE: January 29, 1970

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-119(-)
Brookings - Windchuck River Section
Oregon Coast Highway
Design Approval

This will confirm the verbal design approval given by our District Engineer Glenn Hossner during a January 27 meeting with your engineers. This approval was given with the recognition that there were some deviations from the requirements of PPM 20-8 for design approval but they were very minor and had occurred prior to the time the decision was made to finance this project from Federal-aid funds. There remains, however, the problem of relocating the displaced persons in decent, safe, and sanitary housing which must be satisfactorily resolved before authorization to proceed with the construction can be granted.

REFERRED TO Young
BY ASST. STATE HWY. ENGR.
2-3-70

RECEIVED
FEB 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 2-30 30M 10-68

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1970

SUBJECT:
Brookings-Winchuck River Section
Oregon Coast Highway
Design Approval

To:

MEMORANDUM TO THE FILE

I discussed with Mr. Glen Green this date the following in reference to the Brookings-Winchuck River Section.

This project was scheduled as a bond project; however, the bond market has since become "soft" and it appears there is a possibility that the state will be unable to sell the bonds. In this event, it will be desirable to build this project with federal-aid monies.

The design hearing was held on September 24, 1969; however, this hearing was advertised for only two weeks instead of the 30 days normally required by the Bureau of Public Roads. We have not requested design approval of this project from the Bureau.

Due to our previous intention of using bond funds, as of this date we have acquired three parcels of right of way out of the total of approximately 105 parcels.

The short pre-hearing advertising period and the acquisition of right of way prior to receiving design approval are variances from Bureau of Public Roads' requirements. Mr. Green stated that in view of the current financial situation regarding the bond market and the possible subsequent necessity of financing this project with federal funds, the Bureau will consider a request for design approval, provided this financial situation is explained in the letter of request.

Expedited service shall be provided by all departments of the Highway Division and should be requested from the Bureau of Public Roads.

Right-of-way acquisition is to be terminated until after design approval is received.

R. W. Ellison
R. W. Ellison
Assistant Program and Planning Engineer

RWE:ia

cc: Glen Green, BPR
F. B. Klaboe
L. H. Young
D. J. Barbee
John Oakes
R. N. Chase

RECEIVED
JAN 9 1970

F.B. Klaboe

FOR FILE
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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
January 9, 1970

To: Mr. L. W. Riley
District R/W Supervisor

R O S E B U R G

SUBJECT: Brookings-Winchuck Section
Oregon Coast Highway
Curry County

The Right of Way Division will comply with the Federal law on the subject project in regard to the provision that

> " . . . No person lawfully occupying real property shall be required to move from his home, farm, or business location without at least 90 days written notice . . . "

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

cc R. L. Porter
F. B. Klaboe
G. E. Rohde

F. B. KLABOE

RECEIVED
JAN 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 9 - 1970
FOR FILING

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Salem, Oregon 97310
January 8, 1970

Mr. Tom Edwards
Assistant State Highway Engineer
OFFICE

In our July transmittal to the Emergency Board, we requested authority to issue bonds for the construction of three projects. One of the projects was the Chetco River-Winchuck River Section in Curry County. Our estimate at that time for the construction was $5.2 million. This was based on the best knowledge we had at that time of the cost of the structure across the Chetco River; it being approximately $2.6 million. I am now informed that the structure will cost in the neighborhood of $3.7 million which, in turn, has increased the proposed construction cost about $1 million.

Will you please look into this matter and advise me if there is any possibility that we can salvage some of this $1 million overrun.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
NOV 17 1969
[illegible]

8-1111
7510

November 14, 1969

3118

Mr. W. L. Benjamin
1145 Trojan Street
Arcata, California 95521

Dear Mr. Benjamin:

This is in answer to your letter of November 4 requesting information on planned highway right-of-way relative to Lot 25 in the Chetco Mobile Homes Estates.

The right-of-way for the proposed Brookings-Winchuck Section of the Oregon Coast Highway project will require approximately twenty-five feet off the westerly side of your lot. This is in accordance with the information made available to the public at the design hearing held in Harbor, September 23 and 24 of this year.

If we can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
C. T. Keasey - Enc.

WNH:jp srb

Arcata, Calif.
Nov. 4, 1969

3528

Director of Public Highways

REFERRED TO
Kluboe
BY DEPUTY STATE HIGHWAY ENGINEER

Dear Sir:

I am writing in regards to the proposed new Highway through Brookings. We own a lot on the east side of the existing highway. It is plot 25 in the Chetco Mobile Home Estates. We are planning to move a mobile home onto the lot in the near future, and as there has been rumors to the effect that the new highway will take part of said property, I am writing you to find out the true facts. Would appreciate your answer as soon as possible.

Thank you,

W.L. Benjamin
1145 Trojan St.
Arcata, Calif. 95521

RECEIVED
NOV 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] 1969

8-1111

17510

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-WM-P
1507-24(Chetco R.-Misc.)-6.

14 October 1969

PUBLIC NOTICE 69-95
CHETCO RIVER MILE 1.05 AT BROOKINGS, OREGON--TEST DRILLING

The Oregon State Highway Department, Highway Building, Salem, Oregon 97310, has applied for and been granted a temporary permit to conduct test drilling in the Chetco River, river mile 1.05 at Brookings, Oregon. The drilling will be accomplished by a rotary drill mounted on a 10 x 20 foot steel barge. The period for which this permit has been issued is 10 October 1969 to 31 January 1970.

Additional information concerning this work may be obtained from Mr. Ivan D. Merchant at the above address.

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Division

cc To Hunter
Tebeau

RECEIVED
OCT 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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1969

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R/W
101-Curry
Spec

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPND-WM-P
1507-24(Chetco River-Misc.)-6

REFERRED TO
admin
BY SECRETARY

10 October 1969

Edwards

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

Referring to your written request dated 8 October 1969 I have to inform you that upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army to drill test holes from an anchored barge in the Chetco River at river mile 1.05, immediately upstream of the existing Oregon State Highway Bridge at Brookings, Oregon.

If the work herein authorized is not completed on or before 31 January 1970, this permit, if not previously revoked or specifically extended, shall cease and become null and void.

It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized.

By Authority of the Secretary of the Army;

RECEIVED
OCT 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

ROBERT L. BANGERT
Colonel, Corps of Engineers
District Engineer

George E Hyde
By GEORGE E. HYDE
Chief, Navigation Division

copy - Ivan Merchant
G. M. Keasey
10.13.69

NOTED
TOM EDWARDS

RECEIVED
OCT 1 1969
OREGON
STATE HIGHWAY COMMISSION

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OR FILING
Cont.
101 - Curry

**OREGON STATE
HIGHWAY DEPARTMENT**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 8, 1969

District Engineer
U. S. Army Engineering Dist.
P. O. Box 2946
Portland, Oregon 97208

Attention: Permit Department

Gentlemen:

This is to request permission to drill a minimum of three test holes in the Chetco River in Brookings. This drilling is to investigate the subsurface conditions at the piers for the proposed structure across the river. The attached vicinity map shows the approximate location of the proposed test holes.

The drilling will be done with a rotary drill mounted on a 20 x 10 foot steel barge, which is held in place by anchor lines. We will have lights on the barge at night, anchor lines will be well marked and we will place warning signs both upstream and downstream from the drilling operations.

We would like to commence this work about October 20, 1969, and will possibly be on the river up to two months.

Yours very truly,

Ivan D. Merchant
Bridge Engineer
By:

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

MC:jf
cc: Tom Edwards
A. A. Rear
C. T. Keasey

NOTED
TOM EDWARDS

RECEIVED
OCT 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 12 1969
FOR FILING

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4d

October 2, 1969

9-30-69

Board of County Commissioners
Curry County
Courthouse
Gold Beach, Oregon 97444

Attention: Bernard I. Mather
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 3836

Gentlemen:

Attached for your records is a fully executed copy of an agreement (Letter of Understanding) concerning financial participation for construction of the Brookings-Winchuck Section of US101 and the Pistol River Bridge Section on the Pistol River Loop.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Reed, Assistant Secretary

fkn
Attachment

cc H. S. Cox
(conformed agreement attached)

Form FHWA-121 (12-67)

8-1111

4510

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 24, 1969

In reply refer to: 08-35-DB

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-119(-)
Brookings - Winchuck Section, US 101

The location described as Corridor I in your August 12, 1969 submission is approved.

orig to Young
copy to Barbee
9-26-69

RECEIVED
SEP 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

REVISED

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 7 Pages

Section BROOKINGS - WINCHUCK RIVER Highway Oregon Coast (FAR 2) County Curry Prefix 8-1492

Res. Engr. ____ Approx. Length 4.5± Miles. Sta. 767± to Sta. 1001+50± Date 9-22-69

Mean Truck A.D.T. 567 Traffic Coefficient 9.7 18 kip s.a. per day 332.9.

Annual Precipitation 88"± (Brookings) Frost Penetration - - - -.

9-22-69

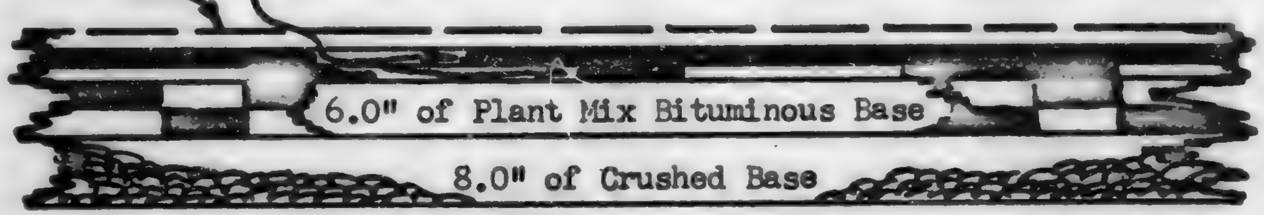
(1)
Typical Soil
43 LL
7 PI
94 %P 10
81 %P200
6 %Gravel
4 %C Sand
9 %F Sand
40 %Silt
41 %Clay
10 "R" Value

NEW WORK

(Brookings - Harbor)

2.0" of Asphaltic Concrete (Final Application)

4.0" of Asphaltic Concrete (Immediate)



(1)
Silty Clay

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.(F)
	8.0	4.0	A.C.(I)
	11.0	6.0	P.M.B.B
	8.0	8.0	Cr.Base
31.0	31.0	20.0	

AASHO CLASSIFICATION:
A-5 (9)

MATERIAL SOURCES:
To be determined
by the Engineer.

See remarks on Page 4.

NOTED
F. B. KLABOE

cc:

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist

RECEIVED
OCT 2 1969

8-1111
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Submitted by C. O. Gregg
for Staff Assistant

Recommended by J. E. Wilson
Asst. Engineer of Materials

Recommended by H. L. Decker
Asst Construction Engineer

Approved by F. B. Klaboe
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of 7 Pages

REVISED

Section BROOKINGS - WINCHUCK RIVER Highway Oregon Coast (FAR 2) County Curry Prefix 8-1492

Res. Engr.______ Approx. Length 4.5± Miles. Sta. 767± to Sta. 1001+50± Date 9-22-69

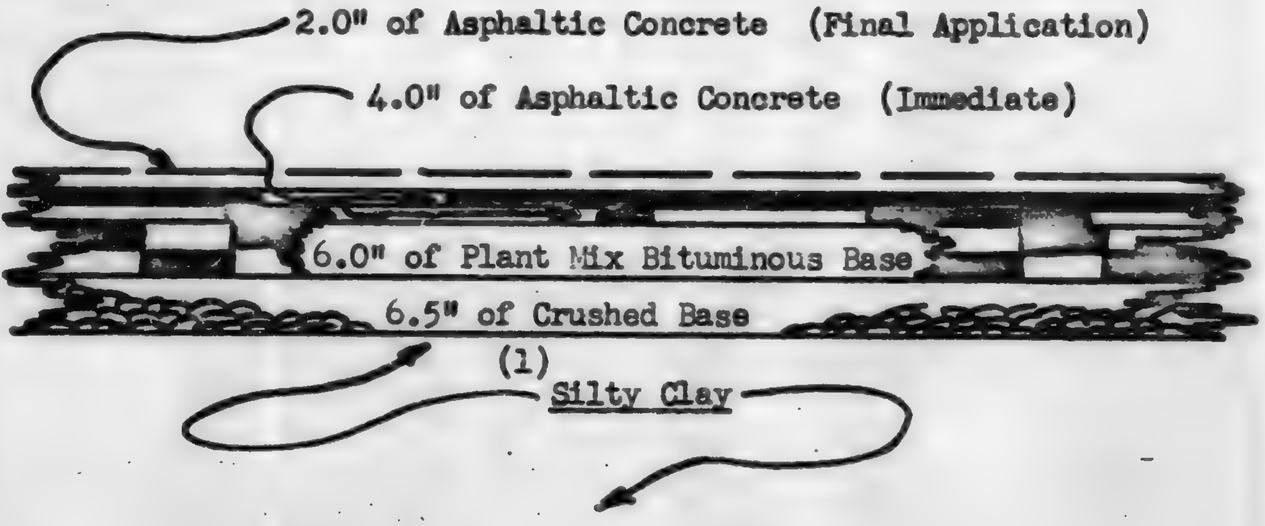
Mean
Truck A.D.T. 422 Traffic Coefficient 9.3 18 kip s.a. per day 233.9.

Annual Precipitation 88"± (Brookings) Frost Penetration - - - - -.

NEW WORK
(Harbor - Winchuck River)

(1)
Typical Soil

43	LL
7	PI
94	%P 10
81	%P200
6	%Gravel
4	%C Sand
9	%F Sand
40	%Silt
41	%Clay
10	"R" Value


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of Plant Mix Bituminous Base
6.5" of Crushed Base
(1)
Silty Clay

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.(F)
	8.0	4.0	A.C.(I)
	11.0	6.0	P.M.B.B
	6.5	6.5	Cr.Base
29.5	29.5	18.5	

AASHO CLASSIFICATION:

A-5 (9)

MATERIAL SOURCES:

To be determined by the Engineer.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 3 of 7 Pages

REVISED

Section BROOKINGS - WINCHUCK RIVER Highway Oregon Coast (FAR 2) County Curry Prefix 8-1492

Res. Engr. ______ Approx. Length 4.5± Miles. Sta. 767± to Sta. 1001+50± Date 9-22-69

Mean Truck A.D.T. 398 Traffic Coefficient 9.6 18 kip s.a. per day 243.8.

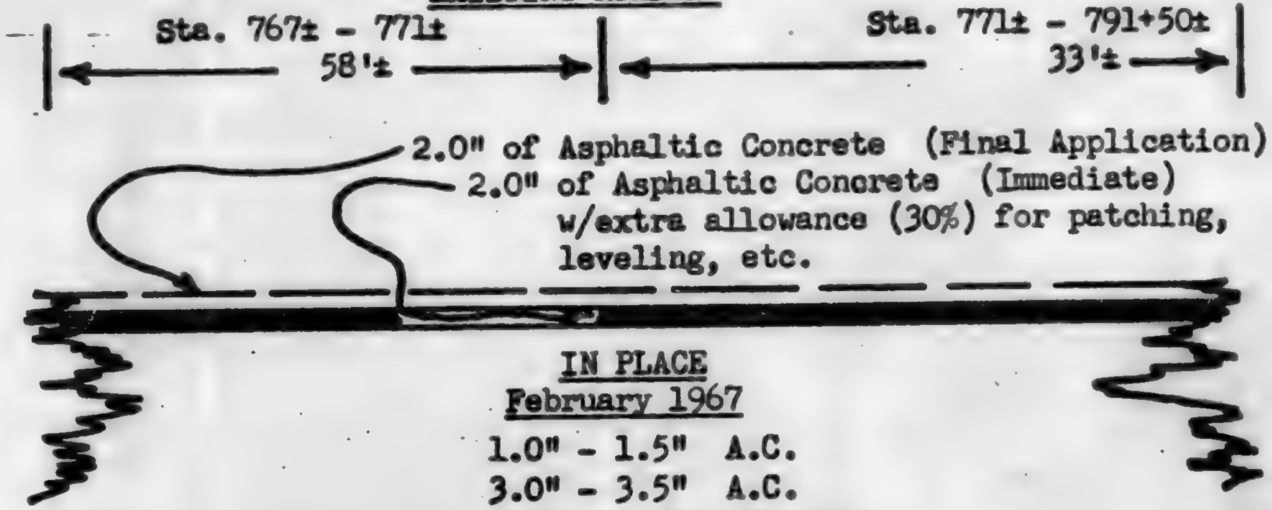
Annual Precipitation 88"± (Brookings) Frost Penetration - - - - - .

(1)
Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
1 "R" Value

AASHO CLASSIFICATION:

MATERIAL SOURCES:

EXISTING ROADWAY



Sta. 767± - 771±
58'±
Sta. 771± - 791+50±
33'±
2.0" of Asphaltic Concrete (Final Application)
2.0" of Asphaltic Concrete (Immediate)
w/extra allowance (30%) for patching,
leveling, etc.

IN PLACE
February 1967
1.0" - 1.5" A.C.
3.0" - 3.5" A.C.
1.0" - 2.0" Oil Mat
2.0" - 4.0" Level
11.5" -12.0" Base

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.(F)
	4.0	2.0	A.C.(I)
IN PLACE	Averages		
	11.0	6.0	A.C.or Oil
	12.0	15.0	Base
31.0	31.0	25.0	

See remarks on Page 4 for
Section from Sta. 850± - 1001+50±.

SECTION: BROOKINGS - WINCHUCK RIVER
HIGHWAY: Oregon Coast
COUNTY: Curry

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
8.0 - 9.0	3.5"	6.0"	—	9.0	—	27.0"	18.5"
7.0 - 8.0	3.5"	4.0"	—	10.0"	—	24.0"	17.5"
6.0 - 7.0	3.0"	3.0"	—	9.5"	—	21.0"	15.5"
4.8 - 6.0	2.0"	—	2.0"	11.5"	—	17.5"	15.5"
Cars Only	2.0"	—	2.0"	7.0"	—	13.0"	11.0"

Remarks:

The section to be utilized is about 2400'± in length. Two holes were drilled in the present roadway at Sta. 773, 9' L. Location C.L. and Sta. 782, 4.5' L. Location C.L. The depths of material encountered is shown on Page 3. The condition of the pavement is generally fair, except for the area 772± - 780± in the outside N.B. lane which shows cracking, apparently caused by excessive seepage from the adjacent cutbank.

From about Sta. 850± - 1001+50± the new alignment will be on and off the present roadway, with grade adjustments, etc. Where the existing travel lanes are to be utilized and are undisturbed, 2.0" A.C. (Final Application), 4.0" A.C. (Immediate), and 6.0" Plant Mix Bituminous will satisfy the minimum Crushed Base Equivalent of 21.5".

Project Base Design revised to update traffic from a design year of 1966 to 1970.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Cement Treated Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase (Per Standard Specifications plus Supplementals) = 0.8" Crushed Base
1.0" Lime Treated Subgrade = —" Crushed Base

Above factors apply to materials that comply with Standard Specifications, Supplemental Standard Specifications, and Special Provisions.

EXISTING ROADWAY CREDITS
(Sta. 767± - 791+50±)

1.0" Asphaltic Concrete and Oil = 1.8" Crushed Base
1.0" Base Material = 0.8" Crushed Base

TRAFFIC ANALYSIS

SECTION: BROOKINGS - HARBOR
BROOKINGS - WINCHUCK RIVER

HIGHWAY: Oregon Coast

COUNTY: Curry

8000 Present ADT (1970)

4.4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	115	1.9	219	167	450	75,150
3	90	1.9	171	131	1000	131,000
4	10	1.9	19	15	1250	18,750
5	175	1.9	333	254	3180	807,720
6	0	—	—	—	2570	- - - -
				567 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 1,032,620

TWENTY YEAR EWL 20,652,400

TRAFFIC COEFFICIENT 9.7

TRAFFIC ANALYSIS

SECTION: HARBOR - WINCHUCK RIVER BROOKINGS - WINCHUCK RIVER

HIGHWAY: Oregon Coast

COUNTY: Curry

4050 Present ADT (1970)

7.4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	80	1.9	152	116	450	52,200
3	65	1.9	124	95	1000	95,000
4	10	1.9	19	15	1250	18,750
5	135	1.9	257	196	3180	623,280
6	0	—	—	—	2570	- - - -
				422 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 789,230

TWENTY YEAR EWL 15,784,600

TRAFFIC COEFFICIENT 9.3

SECTION: BROOKINGS - WINCHUCK RIVER

HIGHWAY: Oregon Coast #9 (FAR 2)

COUNTY: Curry

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair X Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of Design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section as a portion of the existing roadway will be incorporated into the proposed widening project and the A.C. is more desirable for this type construction.

[illegible]
SEP 26 1969
FOR FILING

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7540

agenda
3d
8-19-69

September 17, 1969

Board of County Commissioners
Curry County
Courthouse
Gold Beach, Oregon 97444

Attention: Mr. Bernard I. Mather
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor Resolution No. 369" adopted by the Highway Commission on August 19, 1969, covering the Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County.

Also attached is a map showing the approved route.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

Attachment

Same letter sent to:

City of Brookings
City Hall
Brookings, Oregon 97415

Attention: Mrs. Marjorie McKernan
City Recorder

RECEIVED
SEP 22 19

OREGON STATE
HIGHWAY DEPARTMENT

E-1111

DIVISION 3

7510

P. O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541 Ext. 241

September 15, 1969

Mr. Eric B. Lindauer
Attorney at Law
Clark and Marsh
410 Capitol Tower
Salem, Oregon

Dear Mr. Lindauer:

This letter is to confirm my telephone discussion with you of September 19, 1969, regarding the necessity of doing further survey work on the property of your clients, Mrs. Raymond Brymer and Mrs. Marion Bronson, located on the south bank of the Chetco River easterly of the existing highway bridge at Harbor, Oregon.

As I advised you by phone and as was published in the legal notices of the newspapers in the area, the Highway Commission has approved, after consideration of the corridor hearing transcript, the most easterly of the corridors offered at that hearing. The alignment selected is a variation of Corridor #1 and as of this moment, this line has not been physically run on the ground in the vicinity of the Chetco River, but was projected from topography obtained during the initial survey.

It has now become necessary to actually stake the center line of this alignment on the ground in order to prepare for the Design Hearing on this section which is scheduled for September 23 and 24, 1969 at the Chetco Grange Hall in Harbor. In order to do this, it is necessary that our survey crews enter onto the property of your clients. In staking this line, our crews have been instructed to do the least possible damage to shrubs and trees. You must realize that some minor cutting and trimming is a necessity in an area such as this with heavy undergrowth. We expect to start this work about Tuesday or Wednesday of this week.

The cooperation of you and your clients is requested in accomplishing this task, and I can assure you that we will do all we can to minimize the disruption of the property.

For your information, in case you wish to attend the Design Hearing, the time schedule is as follows:

September 23 2:00 P.M. - 9:00 P.M.

September 24 10:00 A.M. - 5:00 P.M.

These periods will be for examination of the plans for the project, and discussion with our engineering and right of way personnel who will attempt to answer any and all questions with regard to this project.

The formal hearing will start promptly at 7:00 P.M. September 24 and at that time, testimony will be taken for or against any of the design details on the approved route. Again, the location for the hearing is the Chetco Grange Hall in Harbor, and you or your clients are cordially invited to attend.

Very truly yours,

C. T. KEASEY
Division Engineer

CTK/cw
cc F. B. Klaboe
F. D. Morgan
L. W. Riley

RECEIVED
SEP 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 - 1969

FOR FILING

Const
r/w
101 - Curry

1p

September 9, 1969

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the September 30 meeting will be a Letter of Understanding from Curry County concerning financial participation for construction of the Brookings-Winchuck Section of US101, and the Pistol River Bridge Section on the Pistol River Loop, which was by-passed by the recently reconstructed Oregon Coast Highway.

This letter expresses the willingness of Curry County to turn over to the State all of the County's allocated Federal-aid Secondary funds through fiscal year 1971 in the total amount of $379,000, and to provide an additional $183,000 in future Federal-aid Secondary funds. The Pistol River Bridge is financed on the current State construction program in the amount of $185,000 and is tentatively scheduled for contract at the October 23 bid opening.

The letter also stipulates that Curry County agrees, upon completion of the Pistol River Bridge, to accept all State's right, title, interest, jurisdiction, maintenance and control of approximately 2.3 miles of existing alignment, including the new bridge, which has been by-passed by previous construction.

The County would expect construction of the Brookings-Winchuck Section to begin in 1970, and the recent bond issue approval makes this possible.

I recommend your acceptance of the County's offer and request authority for the Secretary to sign for and on your behalf. This matter will be on the agenda for the September 30 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe, F. D. Morgan, H. S. Cox, V. E. Skoog, C. T. Keasey

MCH:lat sr

RECEIVED
SEP 2 - 1969

FOR FILING

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7510

Salem, Oregon 97310
August 29, 1969

Mr. D. J. Barbee
Design Engineer
BUILDING

As you know, the Emergency Board authorized the issuance of bonds for the construction of three projects. These projects are listed below:

Eagle Creek-Estacada Section, Clackamas Highway, Clackamas County, 5.6 miles.

North Plains-Wilson River Junction Section, Sunset Highway, Washington County, 3.5 miles.

Chetco River-Winchuck River Section, Oregon Coast Highway, Curry County, 4.5 miles.

Please institute the necessary hearings, surveys, et cetera, in order to contract these projects as soon after July 1, 1970, as possible. This will, of course, require delivery of Right-of-way descriptions for the necessary right-of-way to Mr. Moehring at the earliest date.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: L. H. Young
Ivan Merchant
D. H. Moehring

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SEP 2 - 1969

FOR FILING

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7510

Salem, Oregon 97310
August 29, 1969

Mr. D. H. Moehring
Right of Way Engineer
BUILDING

As soon as possible after July 1, 1970, we will want to contract the Chetco River-Winchuck River Section of US101.

As you know, this will be a State project; nevertheless, we will have to hold a design hearing and it is scheduled for September 24. We will, in the meantime, prepare the proper descriptions for the proposed line and deliver them to you. In order that we can comply with the Commission's request that we expedite this project, I suggest that you proceed with the appraisals immediately. Naturally, you will have to wait until after the design hearing to commence negotiations.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: D. J. Barbee
L. H. Young

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AUG 2[illegible] 1969

~~FOR FILING~~

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17510

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1969

SUBJECT: Chetco River Project

To: MEMO TO THE FILE

On this date Chairman Jackson called in regard to the Chetco River Project. It was his instruction that this project be expedited so that it could be placed under contract at the earliest possible date.

Forrest Cooper
State Highway Engineer

FC:ajw
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

RECEIVED
AUG 22 1969
FOR FILING

8-1111
7510

August 21, 1969

The Honorable Sam Dement
State Senator
724 - 7th Street
Myrtle Point, Oregon 97458

Dear Senator Dement:

You asked us to inform you of anything in connection with the proposed Chetco River project in Curry County.

As of this date, the State Emergency Board approved a bond issue which included authority to proceed with this project.

There are quite a few technicalities to be taken care of and right-of-way must be acquired; therefore, it will probably be some time before the contract may be awarded.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:ln

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell
D. J. Barbee
C. T. Keasey

RECEIVED
AUG 2 1969
FOR FILING

8-1111
7510

August 20, 1969

3016

Mr. E. H. Stuart
Route 3, Box 163
Eugene, Oregon 97401

Dear Mr. Stuart:

Thank you for your letter of August 10 concerning highway improvement in the Harbor area.

We are planning improvement of the Oregon Coast Highway from Brookings to the Winchuck River. In May of this year, a public hearing was held at which time the Highway Division presented several corridor routes for consideration. After careful consideration of the testimony received at this hearing, the State Highway Commission selected a corridor. This corridor route is basically a new alignment, upstream from the existing Chetco River Bridge, from Brookings through Harbor. The existing alignment will generally be followed from the area south of Harbor to the Winchuck River and will be improved to modern standards.

Our design is not far enough along at this time to determine exactly what right-of-way will be required. Our Design Division (Room 224, State Highway Building, Salem) will be happy to show you what plans we have and discuss the matter further if you wish.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

/cc: Forrest Cooper
R. L. Porter D. J. Barbee
V. D. Wolfe C. T. Kessey

DLT:ak sr

9214

REFERRED TO
admin
BY SECRETARY

Rt. 3. Box 163
Eugene, Oregon
August 10, 1969

State Highway Department
Planning Commission
Salem, Oregon

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Dear Sirs:

I was in Harbor Oregon last week buying a home for our retirement. Everywhere we looked at property we heard rumours to the effect that the bridge across the Chetco River was to be moved upstream and the highway relocated much farther in land. It would be very disappointing to find that our new home was on or near the highway right of way.

So would you please tell us if there is any truth to this rumour. I can see that they are badly in need of a new bridge so felt that possibly there was some truth in the stories. If the highway is being relocated, where can I see plans so, that we can tell if the property we purchased is affected by the change.

Yours truly,
E. H. Stuart
Mr. E H. Stuart

Cross Referenced to:

RECEIVED
AUG 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

A. Olson
Carstensen

RECEIVED
AUG 15 1969
DESIGN
DIVISION

RECEIVED
AUG 12 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 4 - 1969
FOR FILING

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August 1, 1969

Oregon State Highway Commission

Gentlemen:

On May 22, 1969, we conducted a corridor public hearing on the Brookings-Winchuck River Section of the Oregon Coast Highway (US101) in Curry County.

A study has been made of the hearing transcript relating to alternate corridor proposals. It has been determined that Corridor 1, because of superior alignment (both horizontal and vertical), cost of construction, as well as being favored by the Chamber of Commerce, the Port of Brookings, the Curry County Board of Commissioners, the City of Brookings and nine of eleven individuals, is the logical and most economical location for the proposed project.

We recommend Corridor 1 and request your approval of same, contingent upon subsequent approval by the Bureau of Public Roads. A map is enclosed for your information depicting Corridor 1.

May we assume that unless we hear from you to the contrary, we have your approval and may proceed to obtain Bureau of Public Roads' approval.

This matter will be on the agenda at the August 19 Commission meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.

cc: Floyd Query
F. B. Klaboe
V. D. Wolfe
L. H. Young
F. D. Morgan
D. J. Barbee
D. H. Moehring
C. T. Keasey

BG:bb sr

RECEIVED
JUL 18 1969
FOR FILING

8-1111
7510

July 17, 1969

2962

Mr. Dale M. Harlan
Attorney at Law
1108 Main Street
Milwaukie, Oregon 97222

Dear Mr. Harlan:

Reference is made to your letter of July 3 in which you requested additional data on the Brookings-Winchuck River Section of the Oregon Coast Highway.

Enclosed is a sketch map showing one line as Corridor 1, another line as Corridors 2 and 3, and the third line as a variation of Corridor 1. A copy of the transcript of the May 22 hearing in Brookings is also enclosed.

It is hoped that this data will provide the information you need.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enclosures

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
C. T. Kessey

DEK:jp sr

DALE M. HARLAN
ATTORNEY AT LAW
1108 MAIN STREET
MILWAUKIE, OREGON 97222

654-9533

July 3, 1969

RECEIVED
JUL - 8 1969
DESIGN
DIVISION

Olson
Sample
Tarpin
Trout
Scott
R. Olson

Mr. F.B. Klaboe
Asst. State Highway Engineer
Highway Building
Salem, Oregon, 97310

Re: Brookings-Winchuck River Section of
Oregon Coast Hwy, Curry County

My clients: Charles G. and Horace L. Ganty

Dear Mr. Klaboe:

You will recall that you and I met in the office of Mr. Wolfe on June 16th, and you agreed to send me a sketch map of a section of the above proposed project. I received the sketch map with your letter of June 19th. The sketch map was clearly marked in four places "preliminary, subject to change". I realize at this time it has not been determined which alignment will be accepted.

However, I want to make a trip to Brookings to talk with my clients, and I would appreciate it if you could send me another copy of the sketch map showing the variation of Corridor 1, particularly as it relates to the property immediately adjacent to the Chetco River on the north and south banks. The Sketch Map you sent me did not come through very well in the photographic process, and the lines are barely visible.

My clients do have a moorage and other business interests right on the north bank, and they are naturally concerned with the possible eventual location of the bridge, but they are even more concerned with the access of the North Bank Rd. to the new highway, and are very concerned that the access will be provided in a manner so that the North Bank Rd. will not have to be rerouted and substantially destroy their lifetime investment.

Your help in immediately sending me an additional copy of this Sketch Map, which is hopefully a little more readable, will be greatly appreciated. If you could enclose an extra copy of the Transcript from the recording of the hearings on May 22nd, in Brookings, I would also be much appreciative.

Thank you so much.

Sincerely yours,

Dale M Harlan

Dale M. Harlan

DH:eb

CC: Mr. Horace L. Ganty

RECEIVED
JUL 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1969
FOR FILING

/
8-1111
2510

June 19, 1969

Mr. Dale H. Harlan
Attorney at Law
1106 Main Street
Milwaukie, Oregon 97222

Dear Mr. Harlan:

Enclosed is a sketch map showing a section of the Brookings-Winchuck River Section of the Oregon Coast Highway, which you verbally requested on June 16.

The map shows the existing highway and three proposed alignments. One line is designated as Corridor 1, another line as Corridors2 and 3, and the third line a variation of Corridor 1. Corridors 1, 2, and 3 were shown on the maps that were presented at the public hearing. The variation of Corridor 1 was not shown on the maps but was mentioned in the description of the corridors that was read at the public hearing.

You will note that the sketch is marked "Preliminary, Subject to Change". At this time, it has not been determined which alignment will be accepted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enc.

cc: Forrest Cooper
R. L. Porter
V. D. Wolfe
D. J. Barbee
L. W. Rulien
DEK:jp sr

DALE M. HARLAN
ATTORNEY AT LAW
1108 MAIN STREET
MILWAUKIE, OREGON 97222

654-9533

6952

June 9, 1969

Mr. Victor D. Wolfe
Administrative Assistant
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Re: Proposed Brookings-Winchuck section of Oregon
Coast Highway 101
My clients: Horace L. & Charles G. Ganty

Dear Mr. Wolfe:

I represent the above gentlemen who own some very valuable water front property and they are particularly concerned about the routing of the above highway and especially the location of the new bridge on the Brookings side of the Chetco River and any access roads to it.

I expect to call you in a day or so and try to get an early appointment with you and one of the engineers so that you can bring me up to date on the Highway Dept.'s plans at this location. Your cooperation will be greatly appreciated.

Very truly yours,

Dale M. Harlan

Dale M. Harlan

DMH:lls
cc: Horace L. Ganty
Dean Kerr

NOTED
VICTOR D. WOLFE

RECEIVED
JUN 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 12 1969

8-1111
7510

June 11, 1969

Mr. and Mrs. J. R. Yelton
Route 1, Box 95B
Brookings, Oregon 97415

1889

Dear Mr. and Mrs. Yelton:

Reference is made to your letter of May 28 requesting information on the proposed relocation of Highway 101 and the construction of a new bridge across the Chetco River.

The formal public hearing held on May 22 was a corridor-type hearing with three corridors being presented. Testimony was taken on these corridors and when the transcript of the hearing has been typed it will be studied to determine which line is favored. After this study is completed, a recommendation as to which corridor should be used will be presented to the Highway Commission and the Bureau of Public Roads.

When the corridor to be used has been established, an alignment and design will be prepared. After the design has been completed, a design hearing will be offered and at that time your questions can be answered. All notices of public hearings are published in your local newspapers.

Any work on the North Bank Road made necessary because of highway construction will be done by the State Highway Department.

At this time the corridor and design has not been established; therefore, a map cannot be furnished that would be of any help to you. It is hoped that this letter will clarify the hearing procedures that are followed in regard to selecting an alignment and design.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

DEK:jp

bc Forrest Cooper
R. L. Porter
D. J. Barbee

YELTON
BROOKINGS
OREGON

REFERRED TO
admin
BY SECRETARY

Porter

May 28, 1969

.8912

Oregon State Highway Engineers,
% Oregon State Highway Department,
Salem,Oregon

Gentlemen:

At the hearing on the proposed relocation of Highway 101 and the reconstruction of the Chetco River Bridge held in Brookings last week there seemed to be a lot of misunderstanding as to just where the proposed Bridge and the access North Bank Road would be. We live on the North Bank Road near the Bridge. We would appreciate very much a small detailed map so we could see just how this would affect our property. Also would the County have to relocate the North Bank Road?

Thank you.

Sincerely,

Mr. & Mrs. J. R. Yelton
Rt. 1 Box 95B
Brookings, Oregon 97415

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
MAY 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Larbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout 4
Wills
Hackleman
Scott
R. Olson
Carstensen

RECEIVED
JUN - 3 1969
DESIGN
DIVISION

RECEIVED
MAY 29 1969
OREGON
STATE HIGHWAY COMMISSION

DALE M. HARLAN
ATTORNEY AT LAW
1108 MAIN STREET
MILWAUKIE, OREGON 97222

654-9533

5952

June 9, 1969

Mr. Victor D. Wolfe
Administrative Assistant
Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310

Re: Proposed Brookings-Winchuck section of Oregon
Coast Highway 101
My clients: Horace L. & Charles G. Ganty

Dear Mr. Wolfe:

I represent the above gentlemen who own some very valuable water front property and they are particularly concerned about the routing of the above highway and especially the location of the new bridge on the Brookings side of the Chetco River and any access roads to it.

I expect to call you in a day or so and try to get an early appointment with you and one of the engineers so that you can bring me up to date on the Highway Dept.'s plans at this location. Your cooperation will be greatly appreciated.

Very truly yours,

Dale M. Harlan

Dale M. Harlan

DMH:lls
cc: Horace L. Ganty
Dean Kerr

NOTED
VICTOR D. WOLFE

RECEIVED
JUN 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

June 12, 1969

The Honorable Robert W. Packwood
United States Senator
361 Old Senate Office Building
Washington, D. C. 20510

Dear Senator Packwood:

This is in reply to your letter of June 4 forwarding a copy of a letter from Charles G. and Horace L. Ganty regarding the selection of a corridor for the Brookings-Winchuck River Section of the Oregon Coast Highway in Curry County.

Mr. Ganty testified to some considerable extent during the formal public hearing on May 22 and also forwarded to us the same added testimony sent to you.

Please be assured that all testimony taken during this formal hearing will be carefully considered as well as engineering aspects and socioeconomic factors before the adoption of a corridor.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Victor D. Welfe

VDW:mc sr

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Added testimony to that tendered at formal hearing of May 22, 1969 at Brookings Harbor High School regarding corridor selection for Chetco River Bridge at Brookings

1. Corridor I, as shown to the audience at formal hearing, is the logical and acceptable location for the bridge. Corridors II and III are obviously impractical. However, as shown on all drawings, photos, and sketches, Corridor I follows a survey now staked by the Highway Department as follows- crossing access road to Ganty property approximately 155 feet upriver from present bridge, center to center, and ending across river approximately 500 feet upriver from Harbor end of present bridge center to center. This route allows sufficient room for all accesses to Ganty property through use of the existing State right of way down river from the present bridge, coupled with the right of way to be acquired by the state for the new bridge, a combined distance of over 320 feet in which to accomplish the access curve. The North Bank Road has access to the new bridge via its present route down Azalea Park Road to either Oak or Fern Streets. There is no necessity for bringing the county North Bank Road under the bridge and forcing the Ganty enterprises out.
2. The shift of the Brookings end approach to the bridge

from approximately 185 feet upriver to approximately 500 feet upriver can have only one purpose; that is to force a shift in the North Bank Road, which in turn forces Gantys out, which in turn takes tax productive holdings off the tax roles, destroys valuable commercial potential which we have worked for and invested in for years to bring about, eliminates any competition to the Port Commission and Sporthaven Enterprises, adds an additional tax load to the present taxpayers, forces the purchase of expensive additional right of way property, adds to the length of the bridge, increases its cost, and gains nothing thereby.

3. At no time in the formal hearing was any Corridor drawn on any map, chart, sketch, or photo to indicate the route clamored for by the Port Commission and endorsed by the Chamber of Commerce after a massive propaganda campaign by the Port Commission and other interested local people concerned with eliminating all competition in their enterprises.
4. At the informal hearing at Brookings City Hall on May 21, 1969 a detailed drawing was produced, at Ganty's request, showing the access roads etc. and the relation of the undisturbed North Bank Road with all scale measurements fitting the present survey described in 1 above. There were no problems involved. This drawing was not made available to the public at the formal hearing.
5. The deletion of any reference to a 500 foot upriver shift

of the Brookings approach to the bridge by the Highway Department has denied the other property owners on the North Bank Road of a reasonable opportunity to see any effect this change could have in regard to their homes and property. Why this deletion of corridor markings on the charts and photos as well as verbal references by the State Highway Department was allowed is hard to understand.

Sincerely yours,

Charles G. Ganty

Horace L. Ganty

RECEIVED
JUN 9 - 1969
FOR FILING

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7510

June 9, 1969

The Honorable Sam Dement
State Senator
724 - 7th Street
Myrtle Point, Oregon 97458

Dear Senator Dement:

In reply to your letter of June 3 re the Chetco River Bridge, I will give you what information is available at the moment.

As you probably know, we have been working with Curry County who has made a proposal to the State, which would assist in financing this structure.

The Commission feels that the job is of such urgency that bond funds should be expended and we have already asked the Emergency Board for approval of the necessary funds to finance the project. This will be considered at its meeting June 20.

The corridor hearing on this project was held May 21 and the statements made at this hearing by interested parties have not as yet been transcribed for presentation to the Highway Commission. After reviewing the testimony, the Highway Commission will pick the corridor, or route, and after certain design work has been accomplished, a second hearing will be held in Brookings prior to the final adoption of the plan.

I cannot speculate as to the possible decision of the Commission at this time, as I have not discussed the matter with the Commission nor will I until such time as they have had a chance to review the testimony of the corridor hearing.

Any statements that you or anyone else wish to have recorded in the testimony should be received within the next few days, as the record will have to be closed before long.

Neither can I speculate what action the State Emergency Board might take as a result of the Highway Commission's request.

The job is an expensive one, being in the vicinity of five million dollars, and the Commission has been unable to finance it without resorting to the sale of bonds. As to timing, I can only say that should funds be made available, there will of necessity need to be a considerable delay while design work, design hearings, right-of-way acquisition, and other details are taken care of. Anything that I would say with respect to dates at this time would be highly speculative, as there is a lot of string to untangle before we could proceed.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
Ralph Sipprell
C. Y. Kenney

HOME ADDRESS
SAM DEMENT
724 7TH STREET
MYRTLE POINT, OREGON 97458

OREGON STATE SENATE
SALEM, OREGON
97310

June 5, 1969

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

I was in Brookings the other day and some constituents were intensely interested in which route the State Highway Commission was going to select for the new bridge across the Chetco River when the contract is submitted.

I understand that three suggestions have been proposed. I would certainly appreciate knowing which, if any, you have decided upon.

If the decisions have not been made, could you give me the probably route, or in your judgement, the most likely route that will be selected?

In talking with several people in Brookings, I got the impression that the most desirable location for the new bridge would be just up river from the present bridge structure, with the north approach quite near the present location, with the bridge angling up-river somewhat to the south bank.

I also would appreciate knowing if you have knowledge of any date that this project might begin.

Sincerely,

Sam Dement

SD:dd
Sam Dement

NOTED
FORREST COOPER

RECEIVED
JUN 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Given orally 3:00 PM May 23-1969
By [illegible]
Forrest Cooper

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1969

5-23-69

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER
Please handle

SUBJECT:

To: Forrest Cooper
State Highway Engineer

OFFICE

The Chetco River Bridge at Brookings, together with enough roadway to provide proper connections, is estimated to cost $3,400,000. Should the whole section as far south as the Winchuck be included, the estimated cost is $4,900,000.

It is my understanding that if the Commission will commit this project in the very near future Curry County will release to the State $379,000 in apportioned FAS funds. Assuming that the Pistol River Bridge would require $125,000, this leaves a balance of $254,000 that could be applied to the state secondary system. In addition to this, I understand that Curry County will assume responsibility for the old road at Pistol River and for any loops of old excess right-of-way between Brookings and Winchuck.

The corridor hearing on this project is being held today. Because we must hold a subsequent design hearing, purchase right-of-way, and design a bridge, it appears that the work could not be contracted short of twelve months. If the Commission so instructs, it could be included as part of the next Federal-aid Highway Program which would be available for obligating sometime after July 1, 1970. Assuming that the new apportionment will be similar to the current apportionment, we could expect about $7,293,000 of FA Primary funds that could be applied to construction. Matched this would amount to about $11,600,000.

If anything further is needed, please let me know.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc F. B. Klaboe
Victor D. Wolfe

From Porter: ① Go FAS for new bridge if we can
② Commit only bridge & approaches at Chetco

5-26-69
orig to Cox
to enter into
agreement.

B/up 7/10

6-16-69 Hold up until next comm. meeting.
Inst. from Mr. Porter.

8-29-69 Cox has orig. FBK He is preparing it in agreement form for next comm. meeting.

[illegible]ED
APR [illegible]0 1969
[illegible]G

8-1111
7510

April 21, 1969

Oregon State Highway Commission

Gentlemen:

For some time, we have been discussing with the Curry County Board of Commissioners reconstruction of the Chetco River bridge and a section of highway immediately southerly on US101. The County has now made us a proposition, the details of which are in the attached letter from the County dated April 16. My comments are as follows:

The $379,000 listed in paragraph 1 has been checked and found to be a firm figure. This is secondary money and cannot be applied to US101, but it is possible that adjustments might be made in our overall program to absorb this money.

Paragraph 2 indicates that the County would pledge future funds for reconstruction of the existing Pistol River bridge, which is now on the state highway system, and also states that the County would take this existing loop of former US101 into the county road system.

Referring to the last paragraph on page 1 of the County's letter, the Sixes River bridge is due for replacement but in common with many other such items, I see no way of financing it at the moment.

The Chetco River bridge project is estimated to cost $5 million. Subtracting the amount pledged by the County ($379,000), leaves a total of necessary State and Federal funds of $4,621,000. The Chetco River bridge is old and inadequate and long overdue for reconstruction; however, no excess funds are available in existing programs for reconstruction at this time. The only possible way to find the money would be to cancel something on our existing program or finance it from some future bond issue. This is a difficult matter to resolve. If we had the necessary funds, we would not hesitate accepting the County's generous offer. Our finances being what they are, I am reluctant to recommend a change in the program but believe this should be considered by the Commission. I will be glad to discuss this matter with you.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

Attach.

cc R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
C. T. Kenney

Mack Arch on the Curry Coast

A W. TUCKER
CHAIRMAN
GLEN R. HALE
COMMISSIONER
GENE COLEGROVE
COMMISSIONER

April 16, 1969

RECEIVED
APR 18 1969
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County and City Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

Since our meeting and discussion with you April 15th relative to the Brookings-Winchuck Section of Highway 101, and the existing problem in the Pistol River area, this court wishes to make the following proposal.

1. Curry County is willing to turn over to State, Federal Funds in the following amounts: all Federal Funds on hand, including fiscal year 1970, $271,000; Federal Funds for fiscal year 1971, $50,000; repayment of loan from Tillamook county (fiscal year 1971), $58,000, for a total of $379,000.

2. Curry County is willing to borrow an additional $185,000 on future federal fund allocations and turn these funds over to State upon completion of construction of presently proposed Pistol River bridge.

3. Curry County will accept the Pistol River loop (a portion of old Highway 101, 2.3 miles in length) into the county FAS road system in its present condition.

The foregoing actions are predicated upon the proposition that State will provide an early construction schedule for the Chetco river bridge and its connecting approaches. The Court would expect actual construction to begin in 1970.

A further point of concern to this Court is the deplorable condition of the Sixes River bridge. (Highway 101, at Sixes). We are aware that State forces are engaged in repairing this structure, but it would appear that anything less than a new structure would be completely inadequate. We wish to go on record as asking that you personally bring this to the attention of the Highway staff.

Please advise us at the earliest possible date the outcome of this proposal so that we may proceed with our plans.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Ira W. Tucker, Chairman

Glen R Hale
Glen R. Hale, Commissioner

Gene Colegrove
Gene Colegrove, Commissioner

IWT:GRH:GC:hw

FORM E-30 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1969

SUBJECT:

To: Forrest Cooper
State Highway Engineer

OFFICE

This has to do with the FAS fund allocated to Curry County that could be transferred to the State under the arrangement described recently in contacts with and letters from that county.

After the 1971 apportionment is made and including repayments by other counties of money on loan, Curry County will have $379,000 in federal funds. Assuming that the Pistol River bridge will require $125,000, this would leave a balance of $254,000 that could be transferred. These figures are all federal funds.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc F. B. Klaboe
Victor D. Wolfe

MEMO TO FILE, March 28, 1969

Thursday, March 27, 1969, I met with Ira Tucker, Gene Colgrove, and Glen Hale, Curry County Commissioners, and also Bruce Shaner, Engineer, and Lot Robinson, County Roadmaster.

This meeting was at the request of the County people and the following points were discussed.

1. The County will instigate a county-wide evaluation of the secondary road system, and several of the routes will be lengthened and some new routes added.

2. Several proposals were made for FAS-C projects, but all were abandoned except one, for the following reasons: The Commissioners are greatly exercised about the reconstruction of the Brookings-Winchuck Section of Highway 101 and are most anxious to do everything in their power to promote such a program with promptness and dispatch. The Curry County Commissioners are therefore going to contact Mr. Glenn Jackson, Chairman of the Highway Commission and propose the following:

   a. Curry County will take over the Pistol River Loop (2.30 miles in length) of old Highway 101 and construct a new bridge over Pistol River as an FAS-C project; and

   b. Give to the State Highway Department all their remaining FAS federal funds, providing an early construction schedule for the Brookings-Winchuck Section of Highway 101 can be implemented.

   Federal funds involved in this proposal are as follows: Federal funds on hand, including fiscal-year 1970, = $271,000; federal funds for fiscal-year 1971 = $50,000; repayment of loan from Tillamook County (fiscal-year 1971) = $58,000; for a total of $379,000. Necessary federal funds for construction of the Pistol River Bridge would be deducted from the $379,000 and the remainder would then be turned over to State, providing the construction sequence is mutually satisfactory. At the present time, the Pistol River Loop is, of course, State's highway; and present plans, I believe, call for rebuilding of the Pistol River Bridge. Fundamentally, therefore, County's proposal amounts to $379,000 of federal funds plus approximately $50,000 of County deposit monies, should their proposal be consummated.

H. S. Cox
County and City Engineer

379,000
125,000 Pis. Ri Br
$254,000 F.A.S
to be credited to State

HSC:mm

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Tom Edwards
V. D. Wolfe
L. H. Young
D. J. Barbee
C. T. Keasey

RECEIVED
MAR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Sea Arch on the Curry Coast
COUNTY OF CURRY
ROAD DEPARTMENT
COURTHOUSE
GOLD BEACH, ORE. 97444

March 28, 1969

TO: Curry County Board of Commissioners

Gentlemen:

The Brookings Chetco River Bridge on Oregon State Highway U.S. 101 is presently the most hazardous structure and also the most critically located bridge in Curry County's economy. There is no alternate bypass available and in winter, temporarily bridging the Chetco River might prove impossible for heavy industrial "traffic".

The Sixes River Bridge on Oregon State Highway U.S. 101 is in imminent danger of collapse. Failure of the structure will cause considerable inconvenience, but a temporary bypass could be constructed within a matter of weeks.

It was brought to the County Commissioners' attention recently that the Oregon State Highway Department has plans for building a new Pistol River Bridge on old by-passed U.S. 101 (still a portion of the Oregon State Highway Primary System).

The Pistol River Bridge apparently is in a sad state of repair and safety may force closing. However, this bridge is of low priority to Curry County, and when compared to the U.S. 101 Chetco River Bridge at Brookings (or the U.S. 101 Sixes River Bridge) it is insignificant. A short alternate route is available to users of the Pistol River Bridge.

PROPOSAL

Curry County has the following F.A.S. funds available through Fiscal Year 1970:

Federal	$379,000.00
State Funds obligated to County on above (F.A.S. 20%)	76,000.00
Total Federal & State F.A.S. funds obligated to Curry County	$455,000.00
Oregon State Highway Department's obligation to build Pistol River Bridge on U.S. 101	245,000.00
Total Federal and State Funds obligated to Curry County	$700,000.00

PROPOSAL SUMMARY

Curry County has available for bargaining with the Oregon State Highway Department a net total of $700,000.00.

The Oregon State Highway Department has indicated it will be five or more years before the U.S. 101 Chetco River Bridge at Brookings will be built. The Chetco River Bridge is the most critically needed highway project in the County. No date has been set on the Sixes River Bridge.

copy FC

[illegible] Arch on the Curry Coast
COUNTY OF CURRY
ROAD DEPARTMENT
COURTHOUSE
GOLD BEACH, ORE. 97444

The Oregon State Highway Department has the responsibility for constructing all three bridges and of maintaining traffic if the structures fail.

Neverthless, if the Oregon State Highway Department can commence construction on the U.S. 101 Chetco River Bridge at Brookings within the next year and also commence construction of the U.S. 101 Sixes River Bridge within the same period, this Engineer recommends turning the $455,000.00 of County F.A.S. funds to the Oregon State Highway Department for their use, and of relieving the Oregon State Highway Department of the responsibility of constructing the $245,000.00 Pistol River Bridge by taking the Pistol River Section of U.S. 101 into the County Road System.

Two stipulations, each concerning the Chetco Bridge are:

1. The most upstream location of alternate Route 1 would be used.
2. The bridge structure would be built in such a manner that traffic of the North and South Bank Roads of the Chetco could move under each end of the bridge.

BAShaner
B. A. Shaner
County Engineer

RECEIVED
APR 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 8 - 1969
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

Card
[illegible]
101 Curry

NOTED
H. S. COX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 19, 1969

Curry County Board of Commissioners
P.O. Box 746
Gold Beach, Oregon 97444

Gentlemen:

The State Highway Commission is studying alternate corridor proposals to relocate the Brookings-Winchuck River Section of the Oregon Coast Highway (US 101) in Curry County and the City of Brookings, Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings if such are required.

The study indicates that the proposal may follow one of the corridors indicated on the attached map. The existing route, or portions thereof, may be by-passed by the proposal.

In order to avoid parallel routing of the State Highway System serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route providing an alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the by-passed sections of the existing route as a part of the local road system to provide service for persons living thereon or communities served thereby. A companion request is being directed to the City of Brookings for the portion within the City.

Signatures in the appropriate space provided below will indicate that Curry County will, by a subsequent formal agreement with the State Highway Commission, accept such by-passed sections, if any, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by County and State.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

Curry County Will take over the by-passed sections
if the state builds the new highway on corridor 1. And
if the H. D. [illegible] Removes old
Chetco River Bridge before
County accepts Road.

APPROVED 3/27 1969
BOARD OF COMMISSIONERS OF Curry COUNTY
BY
COMMISSIONER
COMMISSIONER
COMMISSIONER

Very truly yours,

Forrest Cooper
State Highway Engineer

By
H. S. Cox
County and City Engineer

Attach: Map

NOTED
P. B. Aronsmeier

NOTED
DON HAR

8

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

RECEIVED
8 - 1969
FOR FILING

RECEIVED
APR 11 1969
ENGINEER
COUNTY & CITY DIVISION

Council
101 Curry

NOTED
H. S. COX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 19, 1969

The City Council
City Hall
Brookings, Oregon 97415

Gentlemen:

The State Highway Commission is studying alternate corridor proposals to relocate the Brookings-Winchuck River Section of the Oregon Coast Highway (US 101) in the City of Brookings and Curry County, Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings if such are required.

The study indicates that the proposal may follow one of the corridors indicated on the attached map. The existing route, or portions thereof, may be by-passed by the proposal.

In order to avoid parallel routing of the State Highway System serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route providing an alternate route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the by-passed sections of the existing route as a part of the local road system to provide service for persons living thereon or communities served thereby. A companion request is being directed to Curry County for the portion outside of the City.

Signatures in the appropriate space provided below will indicate that the City of Brookings will, by a subsequent formal agreement with the State Highway Commission, accept such by-passed sections, if any, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by City and State.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

Very truly yours,

Forrest Cooper
State Highway Engineer

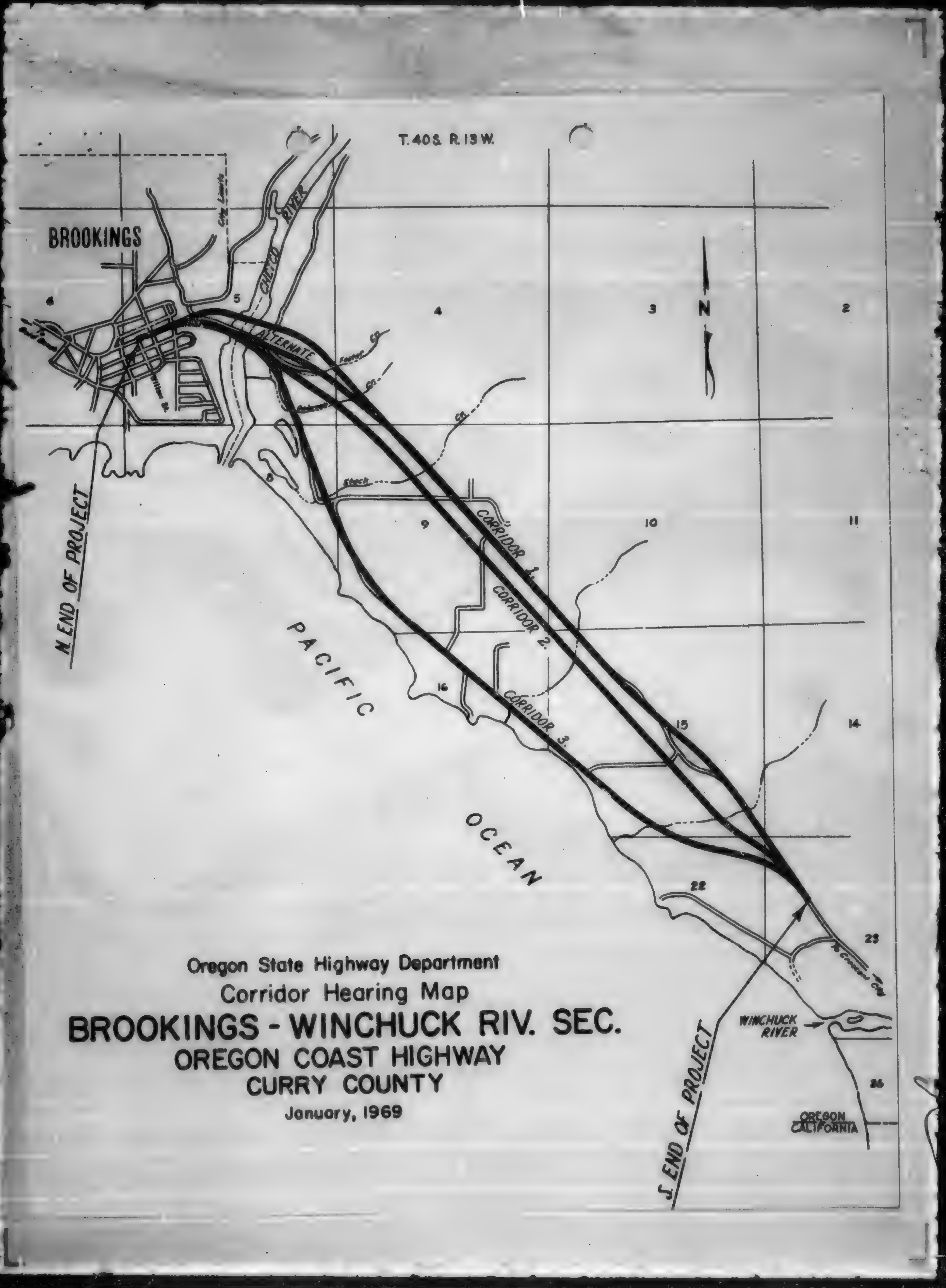
By H S Cox
H. S. Cox
County and City Engineer

APPROVED
CITY OF Brookings
BY MAYOR
BY RECORDER Marjorie A. McKernan
DATE 4-8-69

Attach: Map

NOTED
P. B. [illegible]

NOTED


T. 40 S. R. 13 W.
BROOKINGS
City Limits
CHETCO RIVER
ALTERNATE
Foster Cr.
Cr.
Cr.
Stack
N
CORRIDOR 1.
CORRIDOR 2.
CORRIDOR 3.
PACIFIC OCEAN
N. END OF PROJECT
S. END OF PROJECT
WINCHUCK RIVER
To Crescent City
OREGON
CALIFORNIA
6
5
4
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14
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23
26

Oregon State Highway Department

Corridor Hearing Map

BROOKINGS - WINCHUCK RIV. SEC.

OREGON COAST HIGHWAY

CURRY COUNTY

January, 1969

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

~~DECEMBER 20, 1968~~ JAN 15 1969

Curry County Board of Commissioners
Courthouse
Gold Beach, Oregon 97444

Gentlemen:

Enclosed for your information is a status report showing Federal Aid Secondary funds allocated to your county for fiscal-year 1970. These funds are listed on the left-hand side of the report form and indicate federal funds allocated to your county since 1954.

All FAS projects that have been contracted or approved by the Highway Commission are listed on the right-hand side of the report form. Actual federal funds expended are shown under the column headed "Final," and anticipated expenditures of federal funds on incomplete projects are shown under the column headed "Estimated."

In order to compute your total unprogrammed balance, take total federal allotment and subtract obligated amounts (federal funds) and divide by 0.60. This will equal unprogrammed balance of total funds (federal, state, and county).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Division Engineer

HR:mm

Encl.

cc: Mr. B. A. Shaner, Engineer

RECEIVED
FEB 3 1969
CURRY CO. ROAD DEPT

STATUS FAS FUNDS

The status of FAS funds as of the date below is shown in the following tabulation. Federal funds are the governing factor in this status, and the actual apportionment of federal funds to each county is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

For estimating and programming purposes, federal funds are assumed to represent approximately 60% of total costs, and total FAS funds (include federal funds 60%, state funds 20%, and county funds 20%) are arrived at by dividing the available federal funds by 60% and rounding to even thousands.

Allotment of Federal Funds:

Balance forward om sheet 1	$ 488,545
Fiscal Year	
" " 1970	50,303
" " 1971	
" " 1972	
" " 1973	
" " 1974	
" " 1975	
" " 1976	
" " 1977	
" " 1978	
" " 1979	
" " 1980	
" " 1981	
" " 1982	
" " 1983	
TOTAL	$ 538,848
	-120,000 Loaned to Tillamook County**
	418,848
Repaid by Tillamook	61,970
	$ 480,818

Federal Funds Obligated for Projects Programmed to Date:

FAS	Section	Federal Funds Final	Federal Funds Estimated
		$ 210,037	$
	Subtotal		210,037
			$ 210,037

Federal Funds Allotment		Federal Funds Obligated		Federal Funds Unprogrammed Balance
$ 480,818	–	$ 210,037	=	$ 270,781
$ 270,781	÷	0.60	=	$ 451,000

= **Unprogrammed Balance Total Funds** (Does not include $58,030 to be repaid by Tillamook County.)

Curry County

January, 1969

***Additional funds provided in Federal Aid Highway Act of 1956.**

**Tillamook County is to return borrowed funds to Curry County in fiscal years 1970, 1971, and 1972.

FISCAL YEAR 1970 FAS ALLOCATION TO COUNTIES

JANUARY, 1969

COUNTY	FEDERAL FUNDS	TOTAL FUNDS Including State's and Counties' Match Money (Rounded to Thousands)
Baker	$ 49,484	$ 82,000
Benton	63,018	105,000
Clackamas	184,526	308,000
Clatsop	55,097	92,000
Columbia	61,476	102,000
Coos	105,828	176,000
Crook	48,348	81,000
Curry	50,303	84,000
Deschutes	55,546	93,000
Douglas	144,234	240,000
Gilliam	34,690	58,000
Grant	43,504	73,000
Harney	49,141	82,000
Hood River	49,466	82,000
Jackson	111,689	186,000
Jefferson	44,044	73,000
Josephine	65,093	108,000
Klamath	91,790	153,000
Lake	47,121	79,000
Lane	204,714	341,000
Lincoln	62,926	105,000
Linn	113,842	190,000
Malheur	94,272	157,000
Marion	170,717	285,000
Morrow	47,359	79,000
Multnomah	313,534	523,000
Polk	62,949	105,000
Sherman	33,395	56,000
Tillamook	61,970	103,000
Umatilla	95,041	158,000
Union	47,840	80,000
Wallowa	45,303	76,000
Wasco	51,471	86,000
Washington	183,598	306,000
Wheeler	30,607	51,000
Yamhill	78,499	131,000
TOTAL	$3,052,435	$5,089,000

SUMMARY, ENTIRE STATE-FISCAL YEAR 1970 COUNTY FAS FUNDS

Total Federal Funds for Construction (50% of Oregon's apportionment less planning survey funds). .		$3,052,000
Plus estimated required match money	State Funds	1,018,500
. . . .	County Funds	1,018,500
TOTAL COUNTY FAS FUND		$5,089,000

NOTE: Above funds allocated to individual counties on basis of formula (25% equally, 60% on rural population, and 15% on total county road mileage) proposed by Association of Oregon Counties and approved by Highway Commission. Federal funds are estimated to represent approximately 60% of total county road FAS fund with State and County funds estimated to be approximately 20% each.

A THREE car wreck on the Chetco river bridge Sunday at about 5:30 p.m. sent one man to the hospital with severe head cuts. The pickup truck was driven by Lyle Arthur Haas, 49, Harbor real estate agent. He was taken to Gold Beach for treatment. [Ruth Brewer

NINE persons suffered minor hurts in three vehicle crash Sunday on the Chet bridge. The above auto was driven by Delbert Darral Watts, 46, Rockaway, O

EE car wreck on the Chetco river bridge Sunday at about 5:30 p.m. sent one man to the hospital with severe head cuts. The above truck was driven by Lyle Arthur Haas, 49, Harbor real estate agent. He was taken to Gold Beach for treatment. [Ruth Brewer photo]

NINE persons suffered minor hurts in three vehicle crash Sunday on the Chetco river bridge. The above auto was driven by Delbert Darral Watts, 46, Rockaway, Oregon.

Mr. Porter,

This was a three-vehicle accident. DMV has received reports from only two drivers (the third was hospitalized).

It appears that the driver of the northbound pickup struck the bridge rail on the right, bounced into the Ford, back into the rail and then into the Mercury.

Val Johnson

TIME

DATE OF ACCIDENT March 22, 1969 Day of Week Saturday Hour 5:30 A.M. PM P.M.

LOCATION

PLACE WHERE ACCIDENT OCCURRED: County Curry County City, Town Brookings State Oregon

If accident was outside city limits, indicate distance from nearest town 100 FT miles ☐ ☒ ☐ ☐ NORTH S E W of Brookings (City or Town)

ROAD ON WHICH ACCIDENT OCCURRED: U.S. 101 (Give name of street or highway number (U.S. or State). If no highway number, identity by name)

AT ITS INTERSECTION WITH: .... (Name of intersecting street or highway number)

IF NOT AT INTERSECTION: .... feet ☐ ☐ ☐ ☐ NORTH S E W of on Chetco River Bridge (Show nearest intersecting street or highway, house number, curve, bridge, railroad crossing, alley, driveway, culvert, milepost, underpass, or other identifying landmark.)

TYPE

Accident Involved Motor Vehicle and
1 ☐ One other car
2 ☐ Two or more other cars
3 ☐ Pedestrian
4 ☐ Railroad train
5 ☐ Horse-drawn vehicle
6 ☐ Bicycle
7 ☐ Motorcycle
8 ☐ Animal
9 ☐ Streetcar
X ☐ Fixed object
R ☐ Non-collision

DO NOT WRITE IN THIS SPACE

NO.
LET.
OWNER
CARD
TAB. MAIL
TO
INS. LET.
EU
TAB. REMAIL
TO
POST
CODED

24 '69 121

VEHICLES

No. 1 YOUR VEHICLE	No. 2 OTHER VEHICLE
Factory Motor or Serial Number ES20223	
1964 (Year) Ford (Make) Pickup (Type (sedan, truck, taxi, bus, etc.))	1968 (Year) GMC (Make) Pickup (Type (sedan, truck, taxi, bus, etc.))
Vehicle License Plate 1969 (Year) Calif. (State) N47134 (Number)	Vehicle License Plate 1969 (Year) Oregon (State) LER350 (Number)
DRIVER (Print or type) John (First Name) Harvey (Middle Name) Morris (Last Name)	DRIVER (Print or type) Lyle (First Name) Arthur (Middle Name) Haas (Last Name)
Driver's Address 1808 Ocean Blvd (Street or R.F.D.) Coos Bay, Oregon (City and State) (Zip Code)	Driver's Address RT. 1 Box 15 (Street or R.F.D.) Brookings, Oregon (City and State) (Zip Code)
Driver's Age 33 Sex Male Driver's License Oregon (State) 1457133 (Number)	Driver's Age 49 Sex Male Driver's License Oregon (State) 213967 (Number)
OWNER (Print or type) John (First Name) H (Middle Name) Morris (Last Name)	OWNER (Print or type) Lyle (First Name) Arthur (Middle Name) Haas (Last Name)
Owner's Address 1808 Ocean Blvd (Street or R.F.D.) Coos Bay Oregon (City and State) (Zip Code)	Owner's Address RT 1 Box 15 (Street or R.F.D.) Brookings, Oregon (City and State) (Zip Code)
PARTS OF VEHICLE DAMAGED Front End and Both Sides	PARTS OF VEHICLE DAMAGED Totaled
Approximate cost to repair vehicle $1,000.00	Approximate cost to repair vehicle $

DAMAGE TO PROPERTY OTHER THAN VEHICLES .... (Name object and state nature of damage)

.... (Name and address of owner of object struck) Approximate cost to repair $............

If you were damaged by an UNINSURED vehicle you may cause the driver and owner to make a security deposit by establishing evidence of your damages. The deposit is used to satisfy liability of the uninsured by court judgment or settlement agreement. Check the box for proper forms and more information. ☐

INJURED

Name Myrl W. Morris Age 53 ☐ Male ☒ Female
☐ Driver ☒ Passenger ☐ Pedestrian ☐ .... (Specify other) In vehicle No. 1
Address 1808 Ocean Blvd, Coos Bay

MARK FIRST ONE THAT APPLIES			
1. Killed	2. Bleeding wound, distorted member, or had to be carried from scene	3. Other visible injuries, as bruises, abrasions, swelling, limping, etc.	4. Momentary unconsciousness, complaint of pain
☐	☐	☐	☒

Nature and Extent of injuries Bruised + pulled Muscles in Neck

First aid Given by: J. R. Schmidt M.D. Injured taken to: Doctors Office

Name Lyle Arthur [illegible] Age 49 Male ☐ Female
☒ Driver ☐ Passenger ☐ Pedestrian ☐ .... (Specify other) In vehicle No. 2
Address RT 1 Box [illegible]

MARK FIRST ONE THAT APPLIES			
1. Killed	2. Bleeding wound, distorted member, or had to be carried from scene	3. Other visible injuries, as bruises, abrasions, swelling, limping, etc.	4. Momentary unconsciousness, complaint of pain
☐	☒	☐	☐

Nature and Extent of injuries Head inj

First aid Given by: .... Injured taken to: Hospital By Ambulance

STATE OF OREGON
RECEIVED
MAR 27 1969
DEPT. OF MOTOR VEHICLES

FORM OD32 (REV. 6-64)

THIS IS A COMBINED REPORT AND MUST BE COMPLETED ON BOTH SIDES.

KIND OF LOCALITY
Check one to show area within 300 feet was primarily:

☒ Built up

☐ Not built up

Was there a police officer at the scene? ☒ Yes ☐ No If yes: Dotson & Cross (Name or badge number) Department Curry S.O. & Brookings (Name of city dept., county, state, etc.)

WITNESSES
Name Delbert Darrel Watts Address 690 N. Pacific Ave. Rt 1 Box 811 Age 46 (Approximate)
Name Billy B Thellon Address Smith River Age (Approximate)

ROAD SURFACE
(Check one)

☒ Dry
☐ Wet
☐ Snowy or icy
☐ Other

WHAT DRIVERS WERE GOING TO DO BEFORE ACCIDENT

Driver No. 1 was headed ☒ North ☐ S ☐ E ☐ W on U.S. 101 (Street or highway)

Driver No. 2 was headed ☐ North ☐ S ☐ E ☐ W on U.S. 101 (Street or highway)

AND EACH INTENDED TO:

Driver 1	Driver 2	(Check one for each driver)	Driver 1	Driver 2		Driver 1	Driver 2		Driver 1	Driver 2	
☒	☒	Go straight ahead	☐	☐	Make left turn	☐	☐	Start in traffic lane	☐	☐	Remain stopped in traffic lane
☐	☐	Overtake	☐	☐	Make U turn	☐	☐	Start from parked position	☐	☐	Remain parked
☐	☐	Make right turn	☐	☐	Slow or stop	☐	☐	Back			

LIGHT CONDITIONS
(Check one)

☒ Daylight
☐ Darkness with street lights
☐ Darkness without lights

WHAT PEDESTRIAN WAS DOING

Pedestrian was going ☐ North ☐ S ☐ E ☐ W (Check one) ☐ Along ☐ Across (Street name, highway number) From To (N.E. corner to S.E. corner, or west side to east side, etc.)

☐ Crossing or entering at intersection
☐ Crossing or entering not at intersection
☐ Getting on or off vehicle
☐ Walking in roadway—with traffic
☐ Walking in roadway—against traffic
☐ Standing in roadway
☐ Pushing or working on vehicle
☐ Other working in roadway
☐ Playing in roadway
☐ Other in roadway
☐ Not in roadway

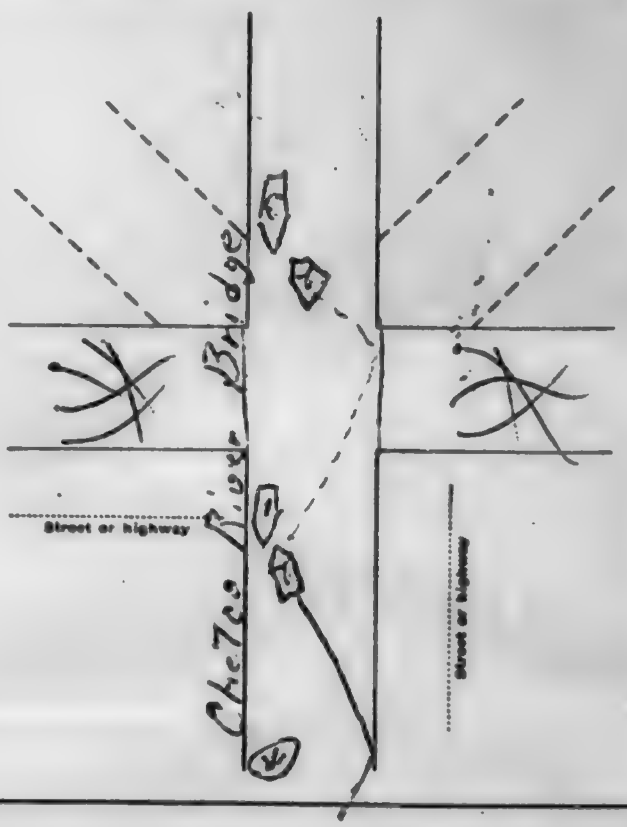
INDICATE ON THIS DIAGRAM WHAT HAPPENED

Use one of these outlines to sketch the scene of your accident, writing in street or highway names or numbers.

1. Number each vehicle and show direction of travel by arrow:
2. Use solid line to show path before accident, dotted line after accident.
3. Show pedestrian by:
4. Show railroad by:
5. Show distance and direction to landmarks; identify landmarks by name or number.
6. Indicate north by arrow, as:

INDICATE NORTH BY ARROW

Street or highway



DESCRIBE WHAT HAPPENED:
(Refer to vehicles by number) I was Traveling North on Bridge when Car No 2 Struck Bridge ABument and Careened off of it Then Crossed Line and Struck me in Front End. He then Careened on past into Bridge Railing again and Then struck the Car following me

Report received by (Signature of Officer) SIGN HERE → John Harvey Moore (Person Making Report)

TIME

DATE OF ACCIDENT 3/22, 1969 Day of Week Sat Hour A.M. 530 P.M.

LOCATION

PLACE WHERE ACCIDENT OCCURRED: County Curry City, Town Brooking State Ore

If accident was outside city limits, indicate distance from nearest town 1 Mi miles ☐ ☐ ☐ ☐ NORTH S E W of Brooking Ore City or Town

ROAD ON WHICH ACCIDENT OCCURRED: 101 (Bridge Chetco) Give name of street or highway number (U.S. or State). If no highway number, identify by name

AT ITS INTERSECTION WITH: Name of intersecting street or highway number

IF NOT AT INTERSECTION: 100 feet ☐ ☑ ☐ ☐ NORTH S E W of On Chetco Bridge Show nearest intersecting street or highway, house number, curve, bridge, railroad crossing, alley, driveway, culvert, milepost, underpass, or other identifying landmark.

TYPE

Accident Involved Motor Vehicle and
1 ☐ One other car
2 ☒ Two or more other cars
3 ☐ Pedestrian
4 ☐ Railroad train
5 ☐ Horse-drawn vehicle
6 ☐ Bicycle
7 ☐ Motorcycle
8 ☐ Animal
9 ☐ Streetcar
X ☐ Fixed object
R ☐ Non-collision

DO NOT WRITE IN THIS SPACE
NO.
LET.
OWNER
CARD
TAB. MAIL
TO
INS. LET.
CO.
TAB. REMAIL
TO
POST
CODED

VEHICLES

No. 1 YOUR VEHICLE

Factory Motor or Serial Number 9Z63K562537

1969 Mercury Year Make Type (sedan, truck, taxi, bus, etc.)

Vehicle License Plate 1969 Ore Box 418 Year State Number

DRIVER Delbert Darral Watts Print or type First Name Middle Name Last Name

Driver's Address Rt 1 Box 811 Brookings O 97136 Street or R.F.D. City and State Zip Code

Driver's Age 46 Sex M Driver's License Ore 538877 State Number

OWNER Delbert Darral Watts Print or type First Name Middle Name Last Name

Owner's Address Rt 1 Box 811 Brookings Ore 97136 Street or R.F.D. City and State Zip Code

PARTS OF VEHICLE DAMAGED Front & Both Sides

Approximate cost to repair vehicle $ 1500

No. 2 OTHER VEHICLE

1969 Gmc Year Make Type (Sedan, truck, taxi, etc.)

Vehicle License Plate LXB 350 Ore 1969 GMC Year State Number

DRIVER 11 Arthur Lyle Haas Print or type First Name Middle Name Last Name

Driver's Address Rt 1 Box 15 Street or R.F.D. City and State Zip Code

Driver's Age 49 Sex M Driver's License Ore 213967 State Number

OWNER Unknown Unknown Print or type First Name Middle Name Last Name

Owner's Address Rt one Box 15 Brookings Ore Street or R.F.D. City and State Zip Code

PARTS OF VEHICLE DAMAGED Total

Approximate cost to repair vehicle $ Not Known

DAMAGE TO PROPERTY OTHER THAN VEHICLES None Name object and state nature of damage

Name and address of owner of object struck Approximate cost to repair $

If you were damaged by an UNINSURED vehicle you may cause the driver and owner to make a security deposit by establishing evidence of your damages. The deposit is used to satisfy liability of the uninsured by court judgment or settlement agreement. Check the box for proper forms and more information. ☐

INJURED

Name Haas Lyle Arthur Age 49 ☒ Male ☐ Female ☒ Driver ☐ Passenger ☐ Pedestrian ☐ Specify other In vehicle No. 2

Address Rt 1 Box 15

MARK FIRST ONE THAT APPLIES			
1. Killed	2. Bleeding wound, distorted member, or had to be carried from scene	3. Other visible injuries, as bruises, abrasions, swelling, limping, etc.	4. Momentary unconsciousness, complaint of pain
☐	☒	☐	☐

Nature and Extent of injuries Head

First aid Given by: Injured taken to: Hosp

Name Age ☐ Male ☐ Female ☐ Driver ☐ Passenger ☐ Pedestrian ☐ Specify other In vehicle No.

Address

MARK FIRST ONE THAT APPLIES			
1. Killed	2. Bleeding wound, distorted member, or had to be carried from scene	3. Other visible injuries, as bruises, abrasions, swelling, limping, etc.	4. Momentary unconsciousness, complaint of pain
☐	☐	☐	☐

Nature and Extent of injuries

First aid Given by: Injured taken to:

STATE OF OREGON
RECEIVED
MAR 25 1969
DEPARTMENT OF MOTOR VEHICLES

FORM 0032 (REV. 8-64)

THIS IS A COMBINED REPORT AND MUST BE COMPLETED ON BOTH SIDES.

D OF LOCALITY
eck one to show
within 300 feet
was primarily:

uilt up

lot built up

AD SURFACE
(Check one)

ry

Vet

owy or icy

ther

CONDITIONS
(Check one)

aylight

ness with
et lights

rkness
hout lights

Was there a police officer at the scene? ☒ Yes ☐ No If yes: DeTers & Cross (Name or badge number) Department Brookings Police (Name of city dept., county, state, etc.)

WITNESSES
Name John Harvey Morris Address 1808 Ocean Blvd, Coos Bay, Oreg. Age 33 (Approximate)
Name Billy B Thellan Address Smith River Age (Approximate)

WHAT DRIVERS WERE GOING TO DO BEFORE ACCIDENT
Driver No. 1 was headed ☒ North ☐ S ☐ E ☐ W on 101 Hiwy (Chetco Bridge) (Street or highway)
Driver No. 2 was headed ☐ North ☒ S ☐ E ☐ W on 101 Hiwy (Chetco Bridge) (Street or highway)

AND EACH INTENDED TO:

Driver 1	Driver 2	(Check one for each driver)	Driver 1	Driver 2		Driver 1	Driver 2		Driver 1	Driver 2	
☒	☒	Go straight ahead	☐	☐	Make left turn	☐	☐	Start in traffic lane	☐	☐	Remain stopped in traffic lane
☐	☐	Overtake	☐	☐	Make U turn	☐	☐	Start from parked position	☐	☐	Remain parked
☐	☐	Make right turn	☐	☐	Slow or stop	☐	☐	Back			

WHAT PEDESTRIAN WAS DOING
Pedestrian was going (Check one) ☐ North ☐ S ☐ E ☐ W ☐ Along ☐ Across (Street name, highway number) From To (N.E. corner to S.E. corner, or west side to east side, etc.)

☐ Crossing or entering at intersection
☐ Crossing or entering not at intersection
☐ Getting on or off vehicle
☐ Walking in roadway—with traffic
☐ Walking in roadway—against traffic
☐ Standing in roadway
☐ Pushing or working on vehicle
☐ Other working in roadway
☐ Playing in roadway
☐ Other in roadway
☐ Not in roadway

TE ON THIS DIAGRAM WHAT HAPPENED
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tion of travel by arrow:
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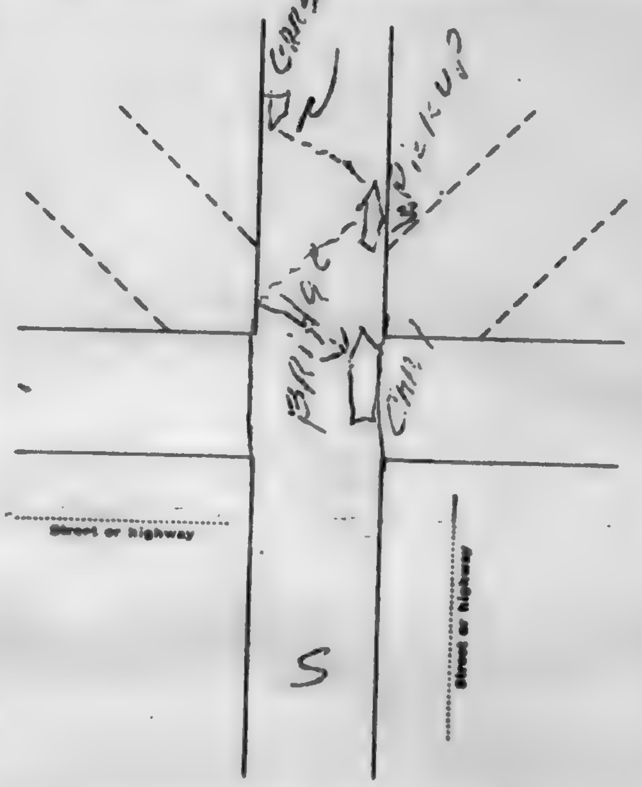
accident
d line after accident.
3. Show pedestrian by:
4. Show railroad by:
5. Show distance and direction to landmarks; identify landmarks by name or number.
6. Indicate north by arrow, as:

INDICATE NORTH BY ARROW

Street or highway



E WHAT HAPPENED:
e vehicles by number) No 2 vehicle Hit Bridge abutment going south going into
eaming lane Hiting pickup then back into rt lane Hiting Bridge railing
e back into lane of vehicle No 1 pushing vehicle No 1
te Bridge Railing

eived by (Signature of Officer) SIGN HERE ➡ Delbert W Mott (Person Making Report)

NT: This accident should also be reported directly to your liability and property damage insurance company or representative.

P

RECEIVED
APR 18 1969
FOR FILING

8-1111
7510

April 17, 1969

Mr. Richard W. Keusink, Publisher
Brookings-Harbor Pilot
Box 700
Brookings, Oregon 97415

1840

Dear Mr. Keusink:

No doubt you have by now received our letter of April 10 which crossed yours in the mail and which answered your request for maps to be printed depicting the proposed corridors of the Brookings-Winchuck River Section of the Oregon Coast Highway.

Also forwarded at that time was a legal notice which you were asked to print on certain dates. All of this information delineated to you the time and place of hearings, et cetera.

Enclosed herewith is a suggested news release further explaining the State's proposal. The drawings forwarded are the only information available for publication at this time, the reason being that this is to be a corridor hearing at which various locations for the routing will be presented, and only after consideration of the various alternates and the adoption of a route will the actual final design work be started. It is at this time that bridge layouts and detailed construction drawings will be available.

I should further point out that when this material is available there will be a second hearing called a "design hearing", at which time design details will be described to the public and testimony will be accepted upon design features.

If we can be of further help to you in notification of the upcoming hearing, please feel free to call upon us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mc
bc Forrest Cooper
R. L. Porter
Floyd Query
L. H. Young

Enc.

BROOKINGS • HARBOR
PILOT
OFFICIAL CURRY COUNTY NEWSPAPER

Richard & Polly Keusink
publishers and editors

Box 700
Brookings, Oregon 97415
phone 469-2012

REFERRED TO
Wolfe
BY DEPUTY STATE [illegible]

April 10, 1969 8704

Porter

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Sir:

Hearings on the proposed location of the Chetco River bridge have been scheduled for May 22 in Brookings.

Prior to that time, for the information of our readers, I wonder if you could provide us with some illustrative material in the way maps, layouts or other drawings, that we could publish prior to the hearings. This would afford the public some insight as to what the bridge layout looks like prior to the actual hearings.

We are an offset newspaper and can reproduce and drawings you have. We publish every Thursday and would like to have the drawings for our paper of May 22, the same day as the hearing which would start at 5 p.m.

Very truly yours,

Richard W. Keusink

Richard W. Keusink
Publisher

RECEIVED
APR 15 1969
PROGRAM & PLANNING
DIVISION

RECEIVED
APR 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Elmore
R10

Chetco River Bridge

Three Car

Nine Suffer Hurts In Crash Sunday

BROOKINGS—A three-car accident at 5:30 p.m. Sunday on the narrow Chetco river bridge, sent one man to the hospital with severe head cuts, and caused minor injuries to nine persons in the other two vehicles.

Lyle Arthur Haas, 49, Harbor real estate agent, driver of a pickup, was taken by Brookings ambulance to Curry General Hospital in Gold Beach with a profusely bleeding six inch cut on his head, after receiving first aid at the scene of the accident. He was reported in satisfactory condition.

Five persons in a pickup, driven by John Harvey Morris, 33, of Coos Bay, received minor cuts and bruises. In addition to Morris, occupants of the pickup were Myrl Morris, 53, John H. Morris, 54, Veanna Morris, 12, and Viresa Morris, 10.

According to Curry County deputy sheriff Sam Dotson, the Morris family was moving, and the pickup and a trailer being pulled were loaded with household goods and other items. The children were reportedly riding in the rear of the pickup.

Delbert Darral Watts, 46, driver of a late model auto, and his passengers, Patricia Watts, 56, and Terry Watts, 11, all of Rockaway, Oregon, and Edna Kee, 62, of Grass Valley, Oregon, received minor bruises.

None of the persons in the latter two vehicles was hospitalized.

According to passengers in the Watts vehicle, the Morris pickup and trailer were northbound across the bridge. The southbound Haas vehicle reportedly struck the west side of the narrow structure, then swerved back and struck the Morris pickup. The Haas car then traveled on, again striking the bridge on the west side, again swerved back and struck the Watts auto, which was also northbound.

Cause of the accident is still under investigation.

The Haas pickup is estimated to be a total loss, according to investigating officers. Major damage was done to the Morris pickup, and minor damage to the trailer. The Watts car received major front end damage.

The narrow two-lane bridge, which has been struck several times in recent years, was again damaged, with the extent of Sunday's damage to be appraised by the State Highway Department.

North and southbound traffic was delayed about 45 minutes while the bridge was being cleared of the wrecked cars.

Tri
BROOKINGS

P.O. BOXHOLDER
OR RURAL ROUTE PATRON

U.S. POSTAGE PAID
Permit No. 22
Crescent City, California

ar Accident

Triplicate

VOL. 2 NO. 13 Wednesday, March 26, 1969 BROOKINGS EDITION

ROOKINGS-HARBOR SHOPPING NEWS

Car Accident

Triplicat

VOL. 2 NO. 13 Wednesday, March 26, 1969 BROOKINGS EDITION

BROOKINGS-HARBOR SHOPPING NEWS

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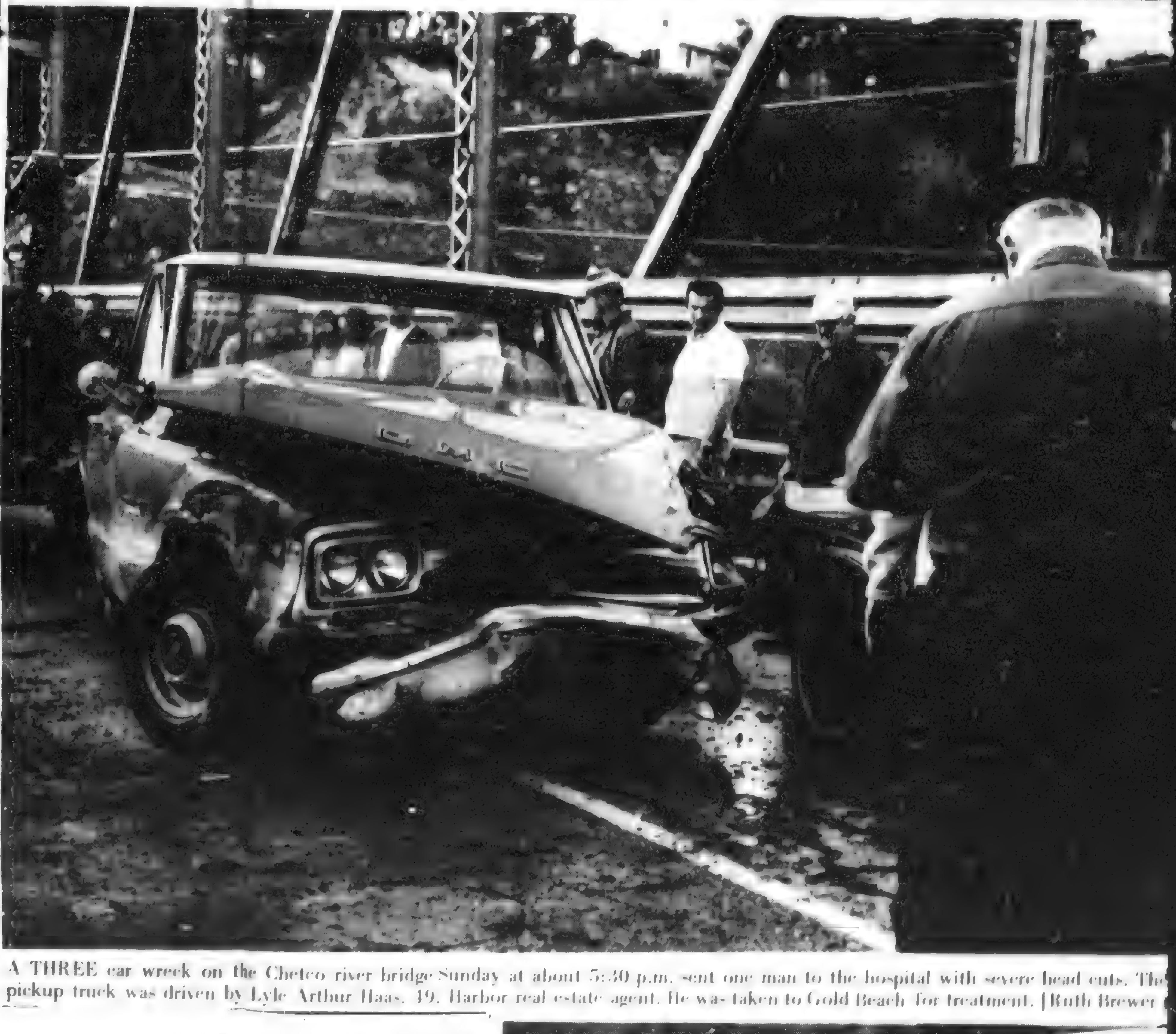
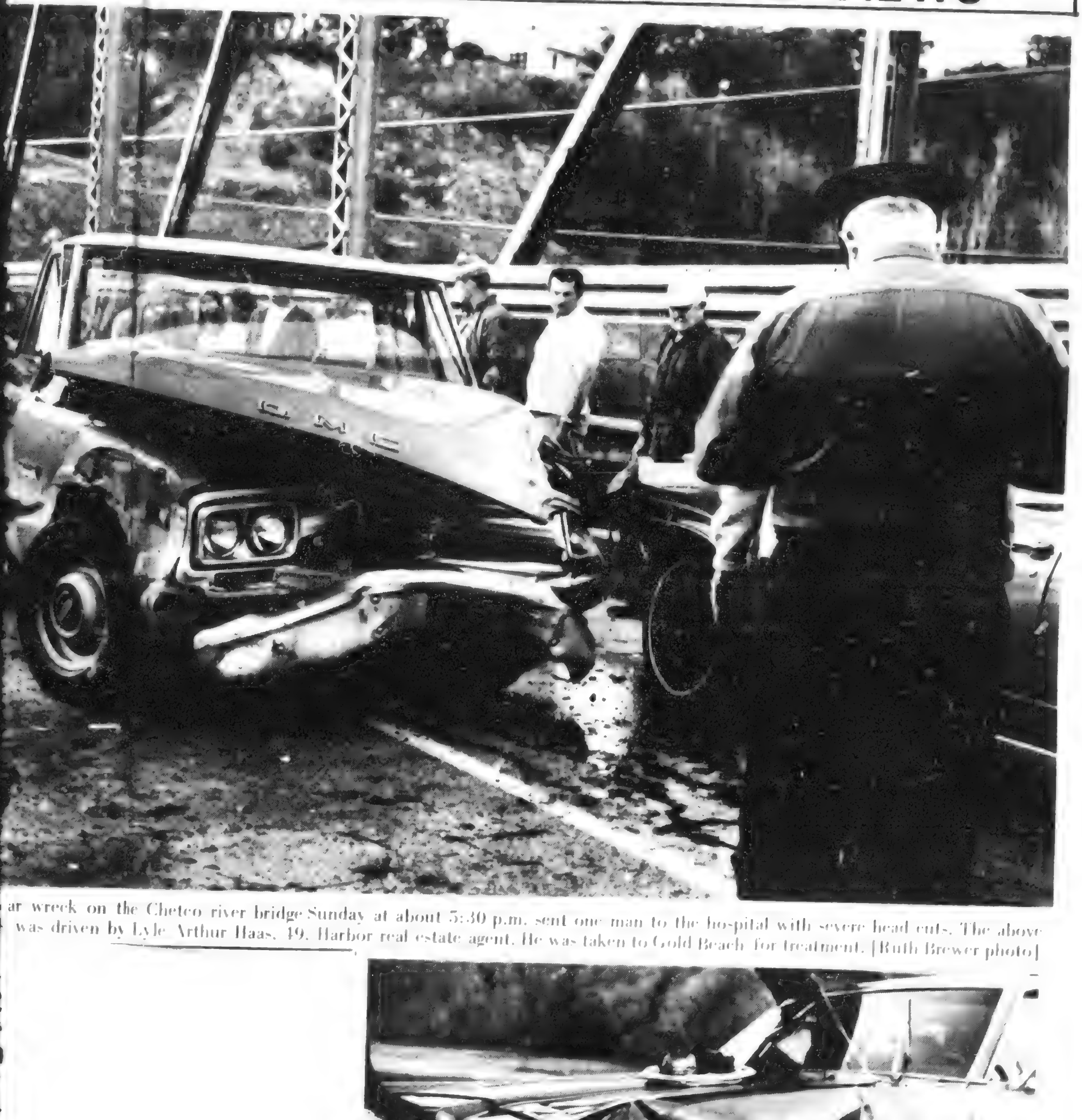


A THREE car wreck on the Chetco river bridge Sunday at about 5:30 p.m. sent one man to the hospital with severe head cuts. The pickup truck was driven by Lyle Arthur Haas, 49, Harbor real estate agent. He was taken to Gold Beach for treatment. [Ruth Brewer

BROOKINGS-HARBOR SHOPPING NEWS



ar wreck on the Chetco river bridge Sunday at about 5:30 p.m. sent one man to the hospital with severe head cuts. The above was driven by Lyle Arthur Haas, 49, Harbor real estate agent. He was taken to Gold Beach for treatment. [Ruth Brewer photo]

[illegible] persons suffered minor hurt in three vehicle crash Sunday on the Chetco river bridge. The above vehicle was driven by [illegible] Robert Leonard Ault, 46, Brookings, Oregon.

[illegible] 1969

58-1111

7510

P

Cross Referenced To:
Const
Bridges
Gen

Chetco R Br.

March 14, 1969

Mr. Don Farmer, President
Brookings-Harbor Chamber of Commerce
Brookings, Oregon 97415

Dear Mr. Farmer:

The Highway Commission referred your March 9 letter requesting early consideration of a new Chetco River Bridge and reconstruction of the Coast Highway in your vicinity to me for reply.

The members of the Commission are aware of the needs and warrants for this improvement, and the only problem is finding sufficient funds to undertake a project. They are faced with many other urgently needed jobs that should have immediate attention and are doing the best they can to allocate monies that are available so that the overall state is benefited.

While I can offer nothing definite at this time, I am sure that this project will receive equal consideration with others when construction programs are formulated.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms sr

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. T. Keasey

Brookings-Harbor Chamber of Commerce
BROOKINGS, OREGON 97415
Oregon's Home of Winter Flowers

March 9, 1969

Highway Commission
State Highway Engineer
Highway Building
Salem, Oregon

Dear Commissioners:

The Brookings-Harbor Chamber of Commerce requests to go on record that we will extend our fullest co-operation to the Oregon Highway Department and the Highway Commissioners, in the construction of a new bridge over the Chetco River, being part of Highway 101.

We are certain that the Commission and Highway department know and understand our concern for this new bridge. It is a major link on the southern Oregon coast and probably more important is the fact that it is the link between two towns, Brookings and Harbor, each town being independent, yet very much dependent on each other. Our area realized this more than ever during the time of the floods in 1964, when the bridge was not to be used for other than foot traffic for some time. During this time there was great strain on the pillars and a threat of the bridge being washed out.

I am sure your department is aware of the ever increasing tourisms and commercial traffic that this area encounters each year, and we in this area are doing utmost to attract tourists to our Communities as well as to the whole of Oregon. Because of the increase we are finding ourselves faced with more and more conjestions on our bridge.

During the summer months when the fisherman come into our area with their boats, they do face a problem getting off of Highway 101by the bridge, entering into our road to the port, but fortunately there have been no fatalities.

handed to Mr. Porter
by Mr. Jackson
3-11-69

Temperature Today Is:

Brookings-Harbor Chamber of Commerce

BROOKINGS, OREGON 97415

Oregon's Home of Winter Flowers

Our area has tried and been some what successful in encouraging new industry into our Community, but upon a couple of cifcumstances we have been faced with the question, will the road take our business? So, as the Chamber of Commerce, for Brookings-Harbor area you can feel our great concern for the developement.

The people of Brookings and Harbor as well as Curry County have faced their problems with a very positive approach, and have tried to work out their own solutions. Now we are faced with a serious problem and our need is in need of your assistance in the construction of a new bridge.

We want you to be completely aware of our enthusiasm for this project and that we will assist your department in any possible manner that we are capable of.

Cordially yours,

Don Farmer

Don Farmer, President
Brookings-Harbor Chamber of Commerce

RECEIVED
MAR 17 1969
FOR FILING

84711
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March 14, 1969

Curry County Board of Commissioners
Post Office Box 746
Gold Beach, Oregon 97444

Gentlemen:

Reference is made to your March 10 letter to the State Highway Commission urging early improvement of the Coast Highway and, particularly, the Chetco River Bridge.

The Commission is very aware of the needs and warrants for modernizing both the bridge and the highway. The only problem is financial. This project is in competition with many other urgently needed improvements, and it is a most difficult task for the Commission to allocate funds so that the most good is accomplished.

As you know, a delegation from your area presented this matter to the Commission at their meeting on March 11 and while they were not able to make any definite commitment, they are aware of the problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms sr

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
C. T. Kenney

Black Arch on the Curry Coast
COUNTY OF CURRY

IRA W. TUCKER
CHAIRMAN
GLEN R. HALE
COMMISSIONER
GENE COLEGROVE
COMMISSIONER

March 10, 1969

Oregon State Highway Commissioners
Salem, Oregon

Gentlemen:

It is with considerable concern that we write this letter relating to the possible five year delay before construction can begin on the new Chetco River Bridge.

We are sure you will be presented with ample information about safety factors, so we will dwell mainly on the county wide concern.

If, at any time, this bridge would fail, it would mean almost total county wide economic disaster.

1. Our main industry is lumber. A good share of the logs used in mills throughout the county move north over the bridge and practically all of the finished products move south to market over the bridge.

2. Number two industry is tourism. The largest share of which are Californians who enter over the bridge and spread their money, not only over Curry county, but the whole Oregon coast.

3. Number three is agriculture. Most of our connections for hay and feed are over this route and freight rates would triple if feed had to come over Highway 42. Most cattle are marketed to the south.

In light of the above facts we urge you to begin construction of the project as soon as possible.

Mr. Jackson
handed this letter
to Mr. Porter 3-11-69

If financing is a problem we are willing to direct whatever funds we have available toward construction of good safe intersections at each end of the bridge where county roads intersect.

BOARD OF COUNTY COMMISSIONERS

Ira W. Tucker, Chairman

Glen R. Hale, Commissioner

Gene Colegrove

Gene Colegrove, Commissioner

[illegible] APR 23 1969

8-1141
7510

STATE HIGHWAY COMMISSION MEETING

Delegation: Brookings Harbor Chamber of Commerce, Brookings, and others, re construction of Chetco River Bridge

Date: March 11, 1969

Time: 11 a.m.

Name	City or Town	Capacity
✓ B. A. Martin (spokesman)	Brookings	
Don Farmer	"	
Scott Shepherd	"	
Gene Colegove	"	
Ci Zeigler	"	

NOTED
FLOYD QUERY

March 10, 1969

Oregon State Highway Commission
Salem, Oregon 97301

RE: New Chetco River Bridge Location
RE: Highway 101 South Corridor Relocation

Gentlemen:

The Curry County Planning Commission asks you to determine at the earliest possible time where the new Chetco River Bridge is to be located and which of the three proposed corridors south will be used. Much of the area the Highway Department is considering for a corridor is now being considered by private enterprise for either further development or new development. With early determination what route is to be taken, our County Planning Commission can, outside the city limits, exercise our authority in many cases to protect the public interest. By our knowing the route to be taken we can prevent some of the development which would add to the cost of right of way acquisition.

We would also urge you to assign the highest priority to this new bridge and highway development possible. Your commission already has traffic figures which show continuous increase in usage of Highway 101 in this segment. It is Oregon's second heaviest used gateway from the south. The Highway Department shares our local concern as to what the outcome could be structually if a log truck and lumber truck were to tangle in the middle. It conceivably could break the link that stretches 125 miles between East-West feeder roads.

The economy of Curry County is vitally dependant on this river crossing. Logs to feed not only the mills and plywood plants in Brookings come from the south, but many logs go as far north as Port Orford and even Bandon. Off species and wood chips from Crescent City are trucked north to feed plants in Coos Bay and much is exported from Coos Bay. The bulk of finished lumber and plywood is shipped by truck south over this bridge to markets from all of Curry County manufacturers.

Highway 101 is becoming increasingly popular as a winter snow free freight route and this usage should continue to increase as the State of California improves its portion of 101.

Tourism vitally important to all of the Oregon Coast economy use this segment of Highway 101 in ever increasing numbers. Too many businesses in Oregons coastal towns an untimely rupture in this highway link preventing tourist travel would mean economic ruin. We are not saying the bridge is going to collapse because an accident is going to take place, but the probability is increasing. People fear crossing the bridge because it is narrow and the possibility of meeting a truck making it almost impassible. Past accidents of record can predict future ones will happen.

Approximately 450 children cross this bridge to school each day. Their uninterupted education and safety are a great concern to us.

The Curry County Planning Commission realizes you know all of these facts and more which makes the justification for these improvements. However, we would be remiss in not re-emphasizing the importance of this project to the economy of the entire Oregon Coast and more specifically to the further developement and progress of the Brookings-Harbor area. We also feel that we can assist the Highway Commission in this project and wish you to know that we will help in any capacity we can. We believe this to be the attitude of all the people in Curry County.

Again, we urge you gentlemen to review the priority of these projects, and hope you place them among those to begin either this year or next year as their rightful place on the five year program the Highway Department uses.

Thank you.

Very Truly Yours,

CURRY COUNTY PLANNING COMMISSION

Lee Fountain, Secretary

LF:bp

CITY OF BROOKINGS

The Home of Winter Flowers

Phone (503) 469-2163

898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

March 10, 1969

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97301

Gentlemen:

The City of Brookings Mayor and Council are aware of the Highway Department proposal for the construction of a new bridge over the Chetco River and the realignment of U. S. Highway 101.

The Council are working and planning to better the development of the Brookings-Harbor area which is connected by the Chetco Bridge.

The economy of the Brookings-Harbor area depends upon the Chetco Bridge. If this bridge should be destroyed the area would be almost isolated. All of Curry County would be affected by the loss of the bridge.

The Council feels that the proposed improvements to Highway 101 and the construction of the Chetco Bridge are urgently needed to remove the serious bottleneck of highway traffic flow in South Curry County. We hope that this project will be designated as one of the highest priority items in the highway improvement program.

Very truly yours,

CITY OF BROOKINGS
MAYOR AND COUNCILMEN

Harold R. Young, Mayor

HRY:mbm

Brookings, Ore.
March 6,1969

State Highway Department
Salem, Oregon

Dear sirs,
The construction of the new bridge over the Chetco River, at Brookings, is of the utmost importance, in view of public safety and the development of Curry County. The present structure is unsafe, due to flood damage and to severe damage from truck accidents, on the bridge proper. Also it is too narrow for heavy traffic to pass safely. Logging, chip, ather commercial vehicles, trailer houses and local and tourist traffic travel over the bridge and it is not uncommon for the bridge to be subject to one way traffic, which causes both approaches to be clogged.
Highway 101 is becoming widely known as a snow free route through Oregon and is being heavily used in the winter by more and more drivers, both commercial and private. We suggest that counters be used on the bridge for a reasonable period to determine the heavy traffic use to which the present unsafe bridge is subjected.
The importance of the construction of the new bridge, in the n near future is imperative
We would appreciate your immediate consideration of this serious problem, in our area.

Sincerely

Citizens' Council

Alice Rausch, Sec

AR

CITY OF BROOKINGS
The Home of Winter Flowers

Phone (503) 469-2163
898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

March 6, 1969

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97301

Gentlemen:

The City of Brookings Planning Commission is currently preparing a comprehensive plan for the long range development of the community. Included in this plan will be recommendations related to future needs for highways and streets.

The Planning Commission is aware of the Highway Department proposal for realignment of U.S. Highway 101 in the Brookings-Harbor area which include plans for construction of a bridge over the Chetco River at a point a short distance upstream from the present bridge. The comprehensive plan which the Commission is preparing will reflect the Highway Department proposals.

In view of our long range planning program could we please be informed as to the exact location of the Chetco Bridge and estimated construction date as this would be of vital importance to the completion of our report.

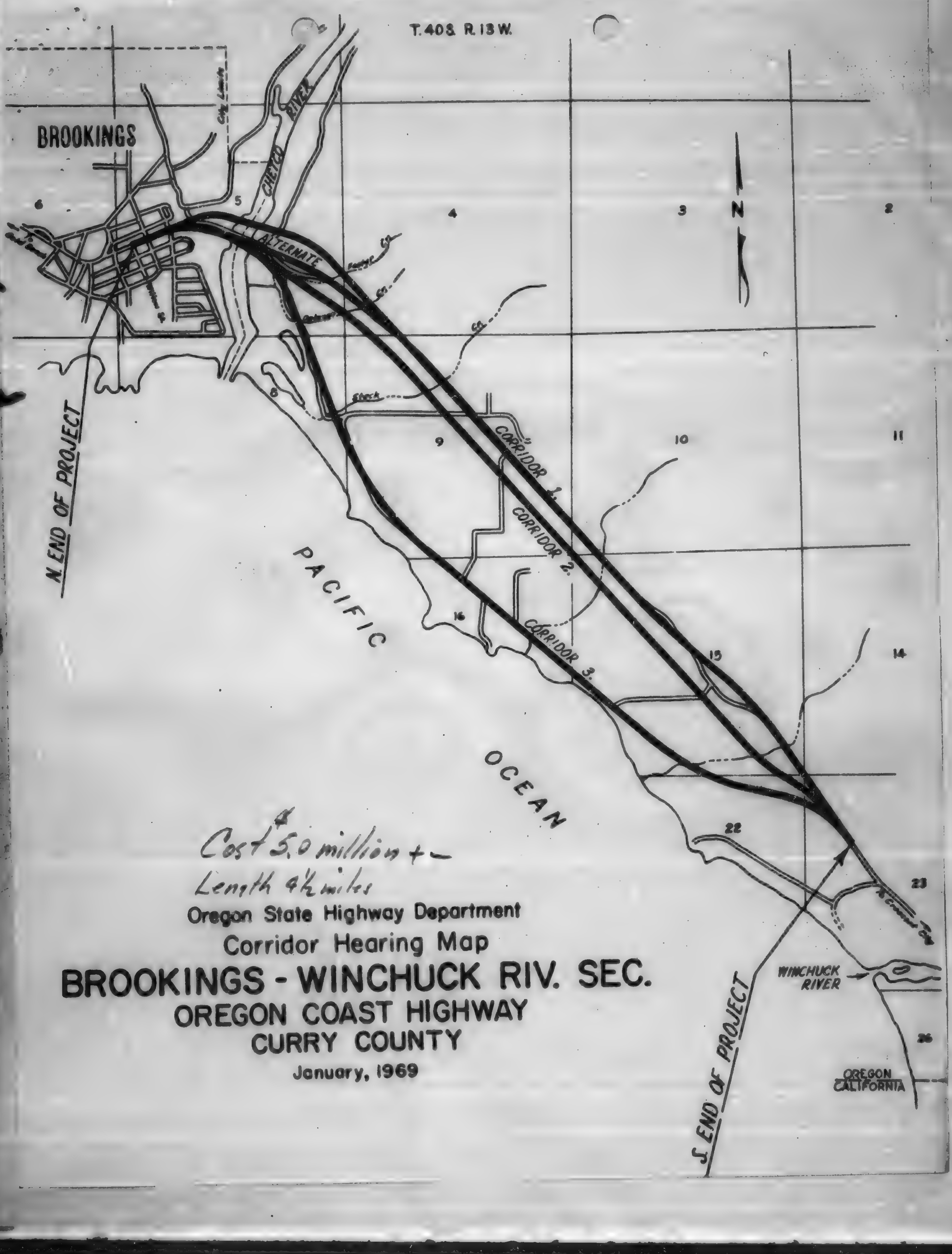
The Planning Commission feels that the proposed improvements to Highway 101 are urgently needed in order to remove the last serious bottleneck of highway traffic flow in South Curry County and to reduce a major potential traffic accident hazard. The Commission urges that this project be designated as a highest priority item in considering highway improvement programs for the next biennial.

Very Truly Yours,

CITY OF BROOKINGS
PLANNING COMMISSION

C.W. Landis, Vice-Chairman

CWL:bp


T.40S. R.13W.
BROOKINGS
City Limits
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CORRIDOR 1.
CORRIDOR 2.
CORRIDOR 3.
PACIFIC OCEAN
N. END OF PROJECT
S. END OF PROJECT
WINCHUCK RIVER
OREGON
CALIFORNIA

Cost $5.0 million +-
Length 4½ miles

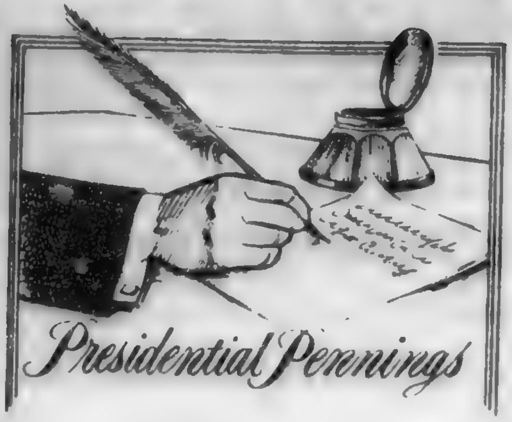
Oregon State Highway Department

Corridor Hearing Map

BROOKINGS - WINCHUCK RIV. SEC.

OREGON COAST HIGHWAY
CURRY COUNTY

January, 1969



1969—A New Year! I hope it will be a happy and successfu year for each of you.

Success in any enterprise, however, is not automatic, but is usually due to long hours, hard work and intelligent concern. The motel and mobilehome parks industries are perhaps two of the best examples of this!

May I share with you a few thoughts that I am sure will make my operation a better one in 1969 and may give you an idea or two for yours, also?

A recent Christmas vacation trip has prompted one New Year's resolution affecting our own motel operation. That is to spend at least one night every six months as a registered guest in our own motel in order to "see ourselves as others see us!" This will cause us to look at every facet of our motel as a guest sees it—from registration desk to decor, heating (or air-conditioning) cleanliness and the myriad of little things in the guest room that make a comfortable motel stay.

Prompting this resolution were sleepless nights in two out-of-state motels where walls were paper thin and the rooms icy cold.

We also found that lighting—inside and out—is so important. These are questions we found ourselves asking: How visible to the passing motorist is our motel on these dark, winter nights? Is our entrance well lighted? Is our motel sign in good repair with all lights operating? Is outside lighting sufficient to give a guest a sense of security? And, of course, we take good indoor lighting for granted. But do we dare? Bulbs do burn out, lamps get shifted, maids sometimes overlook the obvious.

We were back at our desk only a short while when we realized we could do a better job of "selling" our rooms to prospective guests. Quoting rates isn't enough. He needs to be told what he is getting and why we are confident he will have a good night's sleep. This is a healthier approach than price cutting when a "shopper" pokes his head in the door with "What's your rate?"!

So much for New Year musings. Now to get back to the paint brush!

FRAUD ALERT SYSTEM

The combined efforts of your OMHA Statewide Fraud Alert System and the Oregon State Motor Association resulted in the arrest of a Baker man who was reported to have victimized motel operators in three Oregon cities.

Leslie George Passmore was arrested by Baker Police on a felony warrant from Coos County charging insufficient funds. The Klamath County District Attorney refused to press similar charges because of the expense involved.

Does your community have a local Alert System? Your OMHA office will supply information on how to establish the system if requested.

Brookings Bldg 3-11

LEGISLATIVE REPORT

by Eugene Kelty

Since our last publication, government affairs have been as near dead center as possible, not unusual just prior to a legislative session. The Governor announced his recommended tax program which I am sure you all read with interest. As expected, the bulk of new money would be provided by a 3% sales tax with exemptions for food, drugs and farm and manufacturing materials. Note, however, that corporation excise taxes would increase by some 17% which would catch operations of those who are incorporated. The Governor points to his proposal to eliminate inventory tax as a benefit to offset this increase, but in your case there is no such benefit since you have no inventories. New money would be used in various ways to reduce property taxes and provide some special benefits for the elderly.

That's all the detail I'll cover, I have talked so much about taxes in recent issues that the subject is exhausted.

Overnight renters will be glad to notice that state park fees increased as of Jan. 1 to $3. for trailer campsites and improved campsites to $2. These charges still are low but if the industry keeps driving, in time they will be realistic.

The State Highway Department has announced that 1968 was another record year for tourists, 9 million visitors spending $285,622,000. This figure indicates a 10.5% increase over 1967. Of this amount, the Department says only $33.9 million was spent by travellers using air, rail and bus transportation. So you can see how important the state highway program is to everyone interested in the tourist industry. That's why it is worth a fight when any attempt is made to divert highway user taxes to pay for some other function of government than highway building and maintenance.

By the time this reaches you, probably the 1969 Oregon legislature will be in session. As it presents its programs you will be kept informed.

MINIMUM WAGE CHANGES

Effective February 1, 1969 the minimum wage for motel, hotel and restaurant employees is increased to $1.30.

At the same time a number of motels and restaurants will, for the first time, be governed by the Federal Fair Labor Standards Act. If your annual gross volume of sales or business done amounts to $250,000 you now come under the provisions of the FLSA. Those establishments grossing less than $250,000 will continue to comply with the Oregon Minimum Wage and Hour Law.

One major difference between the above two categories is that the FLSA does not require overtime payment where the Oregon Minimum Wage Law does require overtime payment. The minimum wage in both cases is $1.30 per hour.

The Association office has a limited supply of two pamphlets which are recommended reading for those establishments grossing $250,000. WHPC Publication No. 1172 and the Handy Reference Guide to the Federal Wage Hour Law may be obtained by contacting the OMHA office.

NEW MEMBERS

It is a pleasure to welcome the following new members:

Valley View Mobile Haven, Ashland
Mr. & Mrs. Don Hensler

Spring Lake Mobile Estates, Klamath Falls
Mr. & Mrs. V. LaComb
Mr. & Mrs. F. Kuonen

1969 OREGON EVENTS

The Schedule of Oregon Events for 1969 has been published and copies may be obtained by writing to the Travel Information Division, Room 101, State Highway Building, Salem, or by asking at your local Chamber of Commerce.

The annual schedule lists events ranging from such major activities as the Portland Rose Festival and Pendleton Round-Up to such local affairs as ski races, county fairs and sporting events. The schedule is a must for every motel office.

OMHA NEWS

Published by

OREGON MOTOR HOTEL
MOBILE HOME PARK ASSOCIATION
11939 S.E. Stark St. Portland, Oregon 97216
Phone 255-5135

OFFICERS

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Clair Terry	Vice President
Hal Boon	Treasurer

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Harry Molatore, Klamath Falls
Ike Orton, Woodburn
Robert Rea, Bend
Mel Stricklett, Jr., Portland
Robert Sussman, Pendleton
Ernest Tremper, Portland
Edward S. Wilkey, Canyonville
Florence Young, Salem

STAFF

H. J. Beyer	Executive Director
Eugene Kelty	Governmental Affairs

1969 DIRECTORY

Questionnaires for a free listing in the 1969 Mobilehome Park — Travel Trailer Park Directory have been mailed to all mobilehome park members. A sample listing and worksheet were included to assist you in the construction of your listing. The completed questionnaire is to be returned to the OMPA office by January 24, 1969. The deadline for advertising copy is January 31st.

OMHA | OREGON
MOTOR HOTEL
MOBILEHOME PARK
ASSOCIATION OMPA

[illegible]

BULK RATE
U. S. POSTAGE
PAID
Permit No. 992
PORTLAND, OREGON

BROOKINGS INN MOTEL
PO BOX 1139
BROOKINGS OR 97415

OMHA News

OMHA OREGON MOTOR HOTEL ASSOCIATION, 11939 S. E. STARK ST. PORTLAND, OREGON 97216 **OMPA**

JANUARY, 1969

STATE PER DIEM

The following is part of a letter from the Oregon Association of State Fiscal and Administrative Officers:

"The survey results made by your organization parallel much of the data gathered by various agencies from current cost experienced by employees traveling for their organizations. The Association has made contact with the Department of Finance, who are responsible for establishing per diem allowances. We have been assured that early action is being taken to adjust the travel allowances for state employees.

Your interest in the problem of providing adequate per diem allowances for state employees is appreciated, and the data you have supplied has been very helpful. If corrective action is not forthcoming in the near future, we may find it expedient to seek your assistance."

OMHA recommends that the per diem rate for state employees be increased from the current $13.00 to $17.00 with $10.00 allowed for lodging.

STATE PARK FEES

Fees for trailer campsites in the State Park System were increased on January 1, 1969 from $2.00 to $3.00 per night. The Highway Department reported that the increase was necessary to meet the higher cost of operation and maintenance of the parks. Funds for the purchase and development of park sites are made available by the Highway Commission from gasoline tax receipts.

MH TAX SURVEY

The question "are mobilehome owners paying their share of property taxes?" will receive much attention during the 1969 legislative session. In order to provide the answer to this question and to back that answer up with statistical data, taxation survey forms were mailed to 600 mobilehome park operators throughout the state.

The response to this survey will accomplish several things. If the majority of park operators and their tenants take the time to accurately report their tax situation the Association will be able to provide the Legislature with a true picture of mobilehome taxation. If only a few responses are received or if the responses are incomplete or inaccurate the OMPA must assume that the park operator is not overly concerned with the MH tax problem. That being the case, the Association will devote its attention to the many other problems facing the industry.

MAR 11 1969

FOR FILING

8-1111

7510

March 11, 1969

Mr. C. W. Landis
Vice-Chairman
City of Brookings Planning Commission
Post Office Box "C"
Brookings, Oregon 97415

Dear Mr. Landis:

Reference is made to your letter of March 6 concerning Highway Department proposals for the realignment of US101 between Brookings and the Winchuck River.

Several of our engineers recently met with B. A. Martin and others to discuss the various proposals. They left with Mr. Martin maps and profiles showing in some detail the alternate plans. I suggest that you contact him and if any information that you need is lacking, advise us and we will attempt to fill in the gaps.

We realize that this improvement is needed; however, due to lack of adequate finances, we have been unable to program the construction. I know that the Highway Commission will consider this project along with many other needed projects throughout the state at such time as a new program is considered.

I am sure that this is not the answer that you were looking for but is the best we can do at this time. It is our hope to go to a public corridor hearing in the near future and, following that, to begin right-of-way acquisition so that when the project is programmed for construction, we will be ready to go.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - 8535
H. S. Cox

FBK:srb

CITY OF BROOKINGS
The Home of Winter Flowers

Phone (503) 469-2163
898 Elk Drive
P. O. Box 'C'
Brookings, Oregon 97415

REFERRED TO
admin
BY SECRETARY

8535

March 6, 1969

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97301

Gentlemen:

The City of Brookings Planning Commission is currently preparing a comprehensive plan for the long range development of the community. Included in this plan will be recommendations related to future needs for highways and streets.

The Planning Commission is aware of the Highway Department proposal for realignment of U.S. Highway 101 in the Brookings-Harbor area which include plans for construction of a bridge over the Chetco River at a point a short distance upstream from the present bridge. The comprehensive plan which the Commission is preparing will reflect the Highway Department proposals.

In view of our long range planning program could we please be informed as to the exact location of the Chetco Bridge and estimated construction date as this would be of vital importance to the completion of our report.

The Planning Commission feels that the proposed improvements to Highway 101 are urgently needed in order to remove the last serious bottleneck of highway traffic flow in South Curry County and to reduce a major potential traffic accident hazard. The Commission urges that this project be designated as a highest priority item in considering highway improvement programs for the next biennial.

Very Truly Yours,

CITY OF BROOKINGS
PLANNING COMMISSION

RECEIVED
MAR 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

C.W. Landis
C.W. Landis, Vice-Chairman

CWL:bp

RECEIVED
MAR 7 1969
OREGON
STATE HIGHWAY COMMISSION

copy FC

File

MAR 17 1969

FOR FIL

MEMO TO THE FILES:
March 3, 1969

8-1111
7510

Thursday, February 27, 1969, Carol Keasey and the writer met with ~~Coos~~ *Curry* County representatives and representatives of the City of Brookings, and presented the several schemes for improvement of Highway 101 between the presently constructed Winchuck Section and the City of Brookings.

The purpose of this memo is to place on record my impressions of the meeting. It was quickly established that the purpose of the meeting was to bring local officials up-to-date on Highway Department proposals, and to get their reactions to the various proposals.

Corridor #3 was presented first: It met with immediate disfavor from those interested in the Port, and another serious objection was bridge clearance. I doubt if any local resident would favor this route and several active organizations will oppose it.

Corridor #2 received the same objection as to bridge clearance. Those persons interested in the agricultural aspects of the community objected to the amount of bulb land that would be taken. It was conceded that the present highway would serve admirably as a frontage road on the easterly side of this corridor, and thus the number of highway approaches would be considerably diminished.

Corridor #1 utilizing the present highway and crossing the Chetco River easterly (upstream) from the present crossing met with considerable favor and the most easterly crossing was preferred. This projection would have a grade crossing of the south bank road (FAS 875). County Court members stated that the County would provide a separation at some future date by swinging FAS 875 under the south end of the Chetco Bridge. This same idea also applies to the north bank road (FAS 259). Considerable enthusiasm was generated over this alternate to Corridor #1, and all the people left the meeting expressing gratitude for the opportunity of being asked for their opinions and being advised regarding progress of the plans.

Several suggestions were made that all haste be employed in causing the new construction of the Chetco Bridge and Highway to become a reality.

H S Cox
H. S. Cox
County and City Engineer

NOTED
F. B. KLABOE

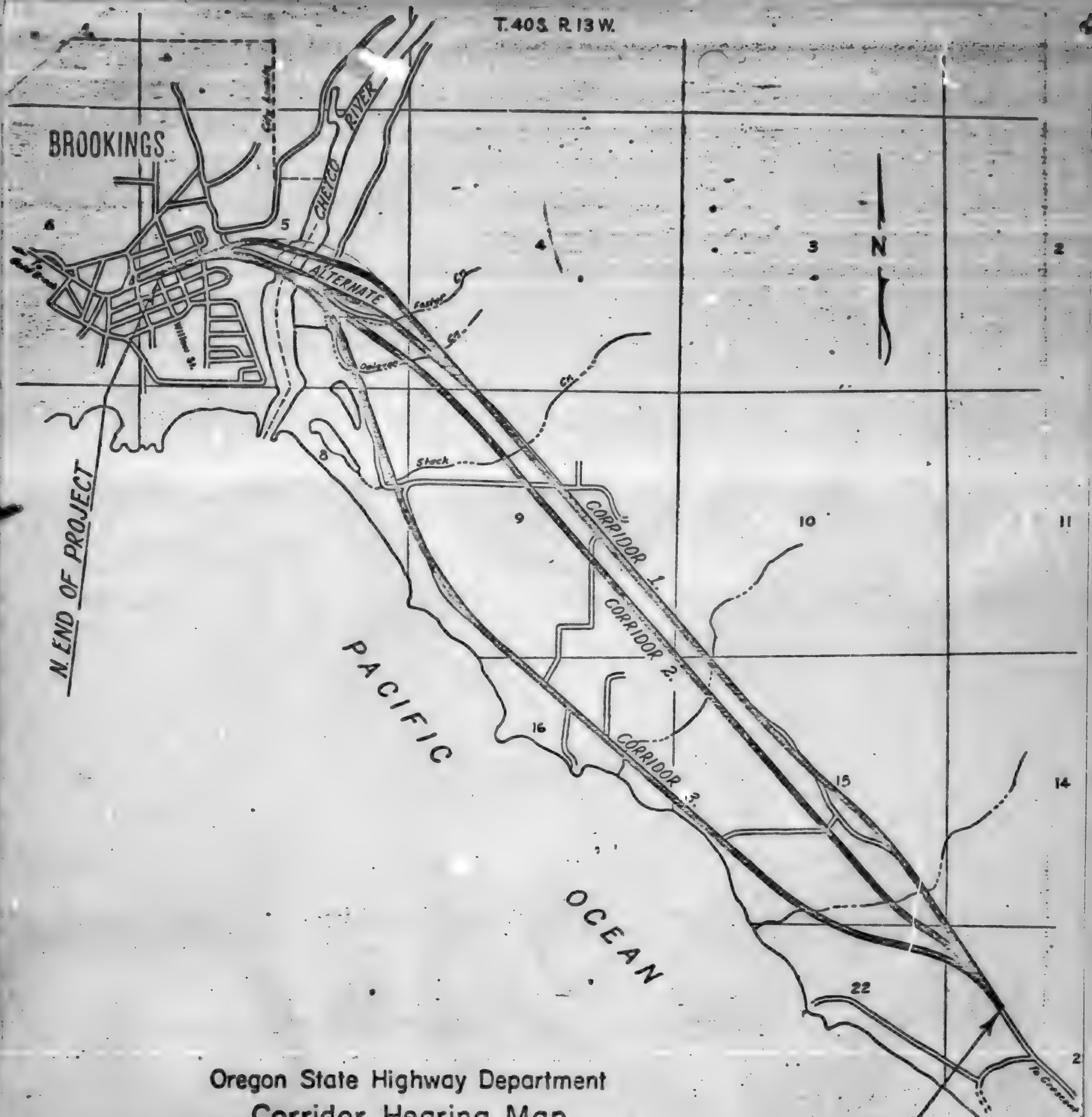
HSC:eb
cc F. B. Klaboe
D. J. Barbee
C. T. Keasey

REFERRED TO Wolfe
By Asst. State Hwy. Engr.

NOTED
VICTOR D. WOLFE

Info

RECEIVED
MAR 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER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CORRIDOR 1.
CORRIDOR 2.
CORRIDOR 3.
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PACIFIC OCEAN
N. END OF PROJECT

Oregon State Highway Department

Corridor Hearing Map

BROOKINGS - WINCHUCK RIV. SEC.

OREGON COAST HIGHWAY

CURRY COUNTY

January, 1969

S. END OF PROJECT
WINCHUCK RIVER
OREGON
CALIFORNIA

RECEIVED
MAR 3 - 1969
FOR FILING
8-1111
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Cross Referenced To:
Const.
Bridges
Chetco R. Br.

February 28, 1969

Mr. Don Farmer, President
Brookings-Harbor Chamber of Commerce
Brookings, Oregon 97415

Dear Mr. Farmer:

Thanks for your letter of February 26 re the Chetco River Bridge.

We are well aware of the problems and deficiencies in that area and only wish that funds were available to correct them. I wish I could give you the answer that you want but with 10 or 15 places vying for every highway dollar that we have, many projects unfortunately will have to be deferred.

I will see that your letter is made a part of the record and will call it to the attention of the Highway Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc Governor Tom McCall
Rep. Rod McKenzie
Sen. Sam Dement

bc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ralph Sipprell
C. T. Kassey
Tom Edwards

Brookings-Harbor Chamber of Commerce

BROOKINGS, OREGON 97415

Oregon's Home of Winter Flowers

February 26, 1969

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Cooper:

In response to your recent letter concerning the highway bridge across the Chetco River, the following information has been compiled for your consideration.

As shown in the enclosed summary of bridge use by major haulers in this area, there are a minimum of 244 crossings per 24 hours day. To this figure must be added the trucks hauling from U. S. 101 south of Crescent City, and from north of Port Orford, plus traffic coming across Highway 199. There are large firms at Coos Bay such as Georgia-Pacific and Weyerhauser Timber Co. which are hauling substantial amounts of freight south to California markets. Absence of any railroad facilities between Coos Bay and Eureka add to the freight burden upon our highway in this area.

To the figure of 244 daily crossings of the Chetco Bridge by trucks in this area must be added the irregular use by trucks making local hauls to and within these communities for groceries, oil, gasoline, gravel, beer, cement, logging and sawmill supplies and misc. freight. The figure, subject to considerable increase in summer due to seasonal activity such as logging and tourism.

Almost all of the traffic which passes the Smith River Inspection Station in California going north will cross the Chetco River Bridge. Surveys by Oregon and by California have shown that during any given period the flow of traffic northward and southward is approximately equal.

The california inspection station shows southbound travel in February, 1968, from 7 AM to 11PM of 17,000 vehicles, excluding trucks hauling lumber, loggs, chips, plywood and veneer, which are not counted in their tally. The figure should also be increased by the amount of traffic not checked during the 8-hour

Temperature Today Is:

period from 11 PM to 7 AM. In addition, it includes only southbound traffic. The total count for February would be approximately 50,000 vehicles.

February is the low point for the year. In 1968 the traffic increased to a count of 68,000 southbound vehicles in August. Adding northbound traffic makes a total of 136,000 vehicles for the month. On a daily average basis, this represents a minimum of 1,714 vehicles crossing the Chetco Bridge in February, 1968. This increased to 4,516 vehicles per day in August, 1968.

An inspector at the Smith River Station estimates that approximately 25% of their vehicles count represents vehicles such as trucks, trailers and campers.

Due to the fact that they do not tally trucks such as lumber, plywood and logs (because they have no food or plant cargo), the daily figures of 244 local trucks crossing the Chetco Bridge per day should be added to the February count at the inspection station (1,714 + 244) making a total of 1,958. A 20% seasonal increase during the summer would raise the Chetco Bridge crossings figure to

293 truck crossings daily
4,516 other crossings daily, making

a total of 4,809 daily crossings during the summer peak. This is 200 per hour during August.

The chances of a school bus meeting another wide vehicle on the bridge is possible at any time during the school year. The school bus drivers are instructed not to attempt a crossing of the bridge when another wide width vehicle is approaching. But what if they are half-way across the bridge with a load of children, and a large truck from another area, whose driver is unfamiliar with our bridge, decides to cross in the other lane? Or what if a truck coming south down the hill, lost its brakes and met a school bus on the bridge?

The legal truck width, as you know, is 8 feet plus 5 inches on each side for mirrors. Theinside clearance of this bridge is 19' 10". If a school bus and a chip truck, or lumber truck, or log truck met on the bridge, they would have a maximum clearance of 2' 2" to divide, allowing less than 8-3/4" between them and the bridge and 8-3/4" between the rigs...traveling at a legal closing rate of 80 miles per hour! This leaves no margin for error.

On one occasion, a school bus met a log truck on the bridge. A limb on the nearest log wiped out all of the windows on that side of the school bus. Fortunately, no children were hurt. Another time, a school bus met a pick-up truck loaded with 2 X 4's on the bridge and got a smashed windshield from loose 2 X 4's that bounced toward the school bus. Fortunately, again, no one was hurt, although we frequently hear of accidents where passengers are impaled by objects such as these.

A total of 964 children must cross the bridge daily to attend school, from first grade up through high school.

The school district looses an average of twelve side-mirrors per year on this bridge, evidence enough of dangerously small clearance. Local business men who sell and repair truck parts estimate that five side-mirrors per day are broken on trucks crossing this bridge.

Your recent letter stresses budget problems of having more projects than funds to divide up among them. How do you divide up the lives of a bus load of 60 children, risking their lives twice a day to get to school and back home across the Chetco River Bridge?

This bridge has been damaged by loads which hit and cracked top trusses. It has been bent and weakened by a bulldozer which hit one side of the bridge and bounced into the opposite side. The bridge is weakened by bolts which have rusted out and been painted over, which can be seen from the cross walk on the bridge. The soundness of the central pier holding up the bridge was so uncertain that only foot traffic was allowed over this bridge during the last big flood.

Bridge maintenance costs, plus potential liability, in addition to the moral responsibility which is placed upon the Highway Commission outweigh any reason we have yet heard for further delay in construction of a new bridge across the Chetco River.

We trust that the conscience of the commission will not have to struggle with a tragic loss of life which could happen at any time on this death trap.

Very truly,

Don Farmer

Don Farmer, President
Brookings-Harbor Chamber of Commerce

DF:jh

cc: Gov. Tom McCall
Rod McKenzie, State Leg.
Sam Dement, State Leg.

RECEIVED
FEB 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

LOCAL AREA TRUCK USE OF CHETCO RIVER BRIDGE

PER 24-hour day February 1969

	schl bus	misc	veneer plywd	lumber	chip shavng	log trucks	TOTAL
BROOKINGS							
Agnew Lbr.			22				22
Brook. Ply			30		22	2	54
South Coast				30*[2]	40		70
17-c	28						28
Fisheries		12					12
Greyhound		6					6
Cons. Frght		4					4
SMITH RIVER							
Simonson				8*[3]			8
CRESCENT CITY							
Pacific Trl.		2					2
Nor-Cal Ply.			16				16
PORT ORFORD							
Western St. ply.						10*[1]	10
GOLD BEACH							
U. S. Ply.			12				12
TOTALS	28	24	80	38	62	12	244

*(1) to start in May from Winchuck River sale.

*(2) Lumber total includes 4 trips daily by customer trucks.

*(3) Irregular. Will vary up to 16 trips per day

RECEIVED
MAR 4 - 1969
FOR FILING
[illegible]
804111
7540

February 28, 1969

Mr. C. V. Ames
South Coast Lumber Company
P. O. Box 670
Brookings, Oregon 97415

Dear Mr. Ames:

We are aware of the narrow width of the Chetco River Bridge.

Considerable work has been done to the south of the bridge in attempting to make the traffic movements as safe as possible pending such time as funds may become available for correction. This will not be in the early foreseeable future; however, we will continue to have our traffic people evaluate the existing channelizations to see if they are working properly.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R.L. Porter
Victor D. Wolfe (Referral No.8480)
F. B. Crandall (enc.)
E. S. Hunter (enc.)

SOCOMI BRAND LUMBER PRODUCTS

. SOUTH COAST LUMBER CO.

Home of SOCOMI *Brand Products*

P. O. BOX 670 BROOKINGS, OREGON 97415 PHONE 469-2136

February 24, 1969

.8480

Edwards

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Sir:

We are operating several large trucks out of Brookings, Oregon, and have an extremely dangerous traffic hazard in our area, namely the narrow Chetco River Bridge on Highway 101 between Brookings and Harbor, Oregon. Compounding the situation, immediately south of the bridge there is increasingly heavy cross traffic with very poor visibility. The potential of a fatal accident in this area, we feel, is very great.

Anything that could be done to expedite the proposed new bridge across the Chetco River to eliminate this hazard would be greatly appreciated, not only by ourselves, but by the other people in the area as well.

Sincerely yours,

SOUTH COAST LUMBER CO.

C V Ames

RECEIVED
FEB 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 22 1969
FOR FILING

8-1111
7510

January 21, 1969

Mr. Don Farner, President
Brookings-Harbor Chamber of Commerce
Brookings, Oregon 97415

Dear Mr. Farner:

I have your January 7 letter urging improvements on the Coast Highway near and south of the Chetco River.

The Highway Commission appreciates your offer of assistance but the problem is one of financing. With multiple pleas for every available dollar, many worthy projects and improvements must, of necessity, be deferred. The Commission is fully conversant with the desirability and necessity for modernizing this section of highway, and I know it will get equal consideration with other similar situations as soon as funds can be found.

The Commission regrets having to continually defer worthy improvements but is attempting to do the most objective job possible so that the state as a whole receives the best benefit.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms lms
bc: R. L. Porter
F. A. Klaboe
Victor D. Wolfe
C. T. Kenney

Brookings-Harbor Chamber of Commerce

BROOKINGS, OREGON 97415

Oregon's Home of Winter Flowers

REFERRED TO
admin
BY SECRETARY

NOTED
R. L. PORTER

January 7, 1969

RE: Chetco River Bridge

Oregon State Highway Department
Salem, Oregon

Dear Sir:

Porter

We feel certain that your office is as concerned as we are about the hazzard created by the narrow Chetco River Bridge, and the imminent danger to travelers. We have many complaints and have had several minor accidents, especially involving those vehicles which have extra width such as chip trucks and autos with wide trailer mirrors. With the ever increasing traffic count through Brookings we feel that a really serious accident is all to likely.

We understand that your office is aware of these conditions and that this project has high priority. However, we wonder if there is anything that the Chamber of Commerce or the City of Brookings can do to help speed up the processes involved before construction can begin?

We anxiously await any suggestions from your office. Thank you.

Sincerely,

Don Farmer

Don Farmer, President
Brookings-Harbor Chamber of Commerce

DF:jh

RECEIVED
JAN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 1
OREGON
STATE HIGHWAY COMMISSION

Temperature Today Is:

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bandon, Oregon
July 15, 1968

SUBJECT: Edith S. Sears
Brookings - Winchuck River Sect.
Oregon Coast Highway
Curry County

To:
C. T. Keasey
Division Engineer
Roseburg, Oregon

I discussed the proposed R/W line of the new alignment with Mrs. Sears, the owner of the Chetco Mobil Estates. The building site in question is not within the proposed area of taking. (See Attached Sketch Map).

Mrs. Sears was very congenial and she said she understood that the proposed R/W line was a preliminary line that had not been completely approved, and that it was subject to change.

She could not understand why the Highway Department was so slow in replacing the old bridge or why we permitted uncontrolled speed in front of her place. She said she has one hundred (100) over night trailer spaces and there are two other trailer parks between her place and Harbor. With logging trucks, lumber trucks and chip trucks, the trailers and campers have quiet a time getting off andon the highway.

I explained to her that we were working on a plan that would best serve all the people in the area, and when the plans would be approved and set up for construction is unknown at this time.

JUL 1[illegible]

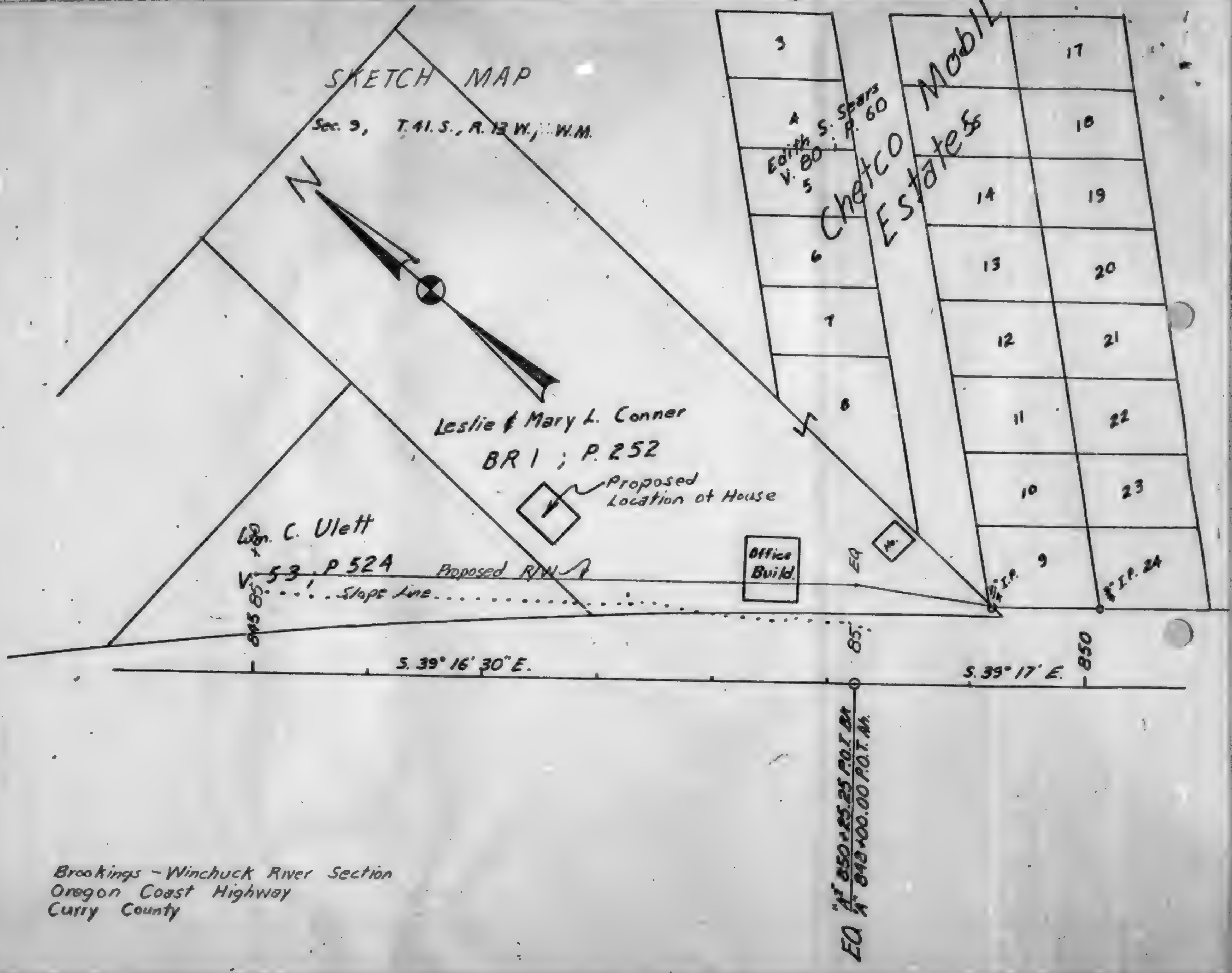
W

JEHolland
J. E. Holland
Resident Engineer

cc file

SKETCH MAP

Sec. 9, T. 41. S., R. 13 W., W.M.


N
Edith S. Sears
V. 80 ; P. 60
Chetco Mobil Estates
3
4
5
6
7
8
9
10
11
12
13
14
17
18
19
20
21
22
23
24
Leslie & Mary L. Conner
BR 1 ; P. 252
Proposed Location of House
Wm. C. Ulett
V. 53 ; P. 524
Proposed R/W
Slope Line
Office Build.
EQ
I.P.
I.P. 24
845
85
850
S. 39° 16' 30" E.
S. 39° 17' E.
EQ "A" 850+25.25 P.O.T. Bk.
"A" 848+00.00 P.O.T. Ah.

Brookings - Winchuck River Section
Oregon Coast Highway
Curry County

RECEIVED
JUN 26 1968
FOR FILING

8-1111
7510

June 25, 1968

Ms. Edith S. Sears
Post Office Box 87
Harbor, Oregon

2356

Dear Ms. Sears:

Reference is made to your letter of June 16 concerning our future improvement of the Oregon Coast Highway and the effect it might have on your proposed building.

I must inform you that our plans are not yet final. Until such time as we complete our design and hold public hearings, we cannot give you a firm answer for the amount of right-of-way we way need across the front of your property or how it might affect your proposed building.

We have asked our Division Engineer or his representative to contact you and discuss the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 2356
F. D. Morgan
C. T. Keasey - Please follow up and report.
D. L. Trout

DLT:fw srb

June 16, 1968

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

7365

State Highway Engineer
State Highway Bldg.
Salem Oregon

Dear Sir:

Enclosed you will find a map on which we have marked a proposed building, and its approximate location. This will be next to the Chetco Travel Trailer Resort.

When I last talked to you I was told you would know this summer the route of the new highway. If possible would you tell me if the new route would interfere with the construction of this building. An answer at your earliest convenience would be appreciated.

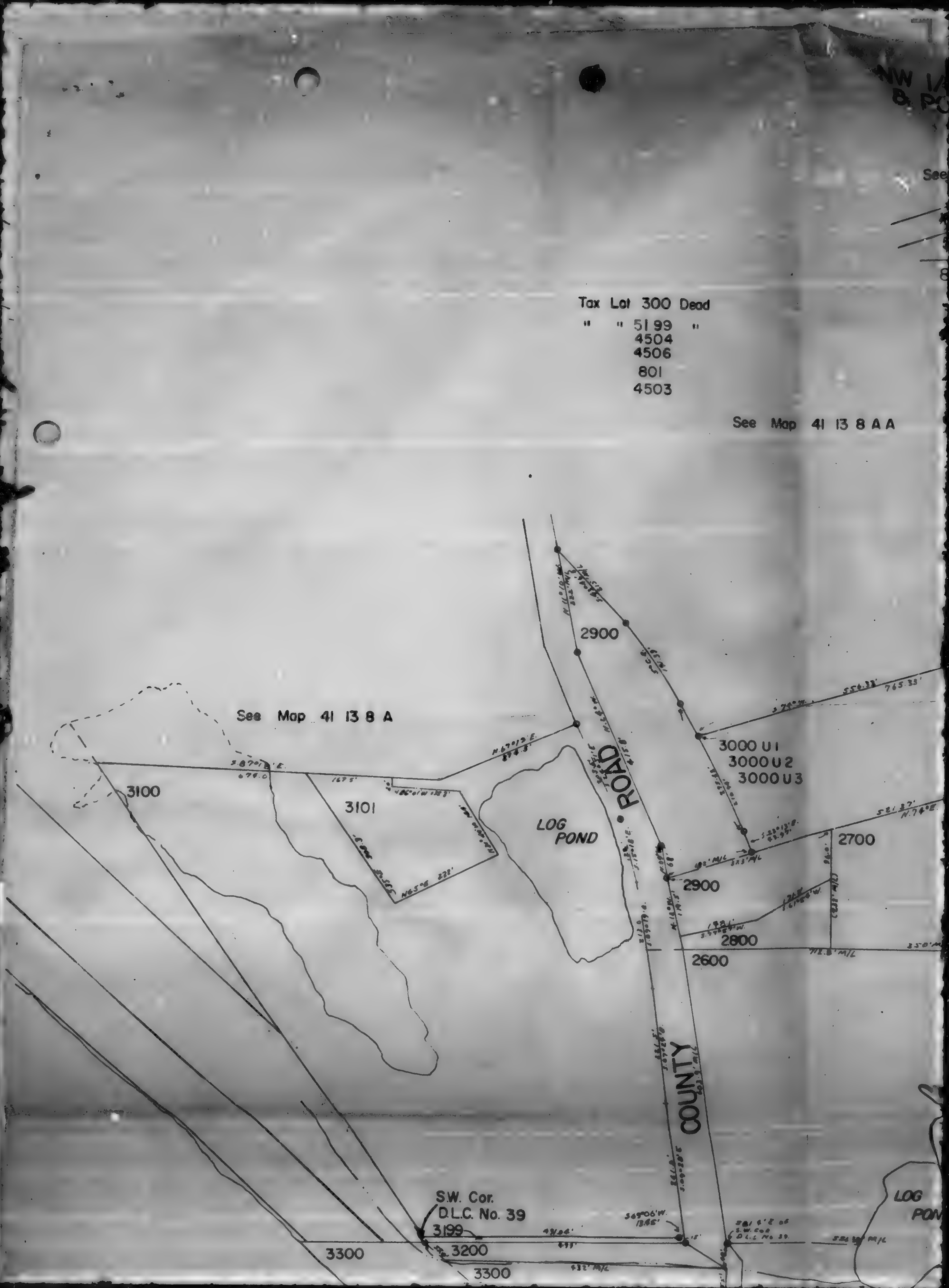
Yours truly,
Edith Sears
Edith S. Sears
P.O. Box 87
Harbor, Oregon

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUN 20 1968
CONSTRUCTION
DIVISION

RECEIVED
JUN 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

copy FC

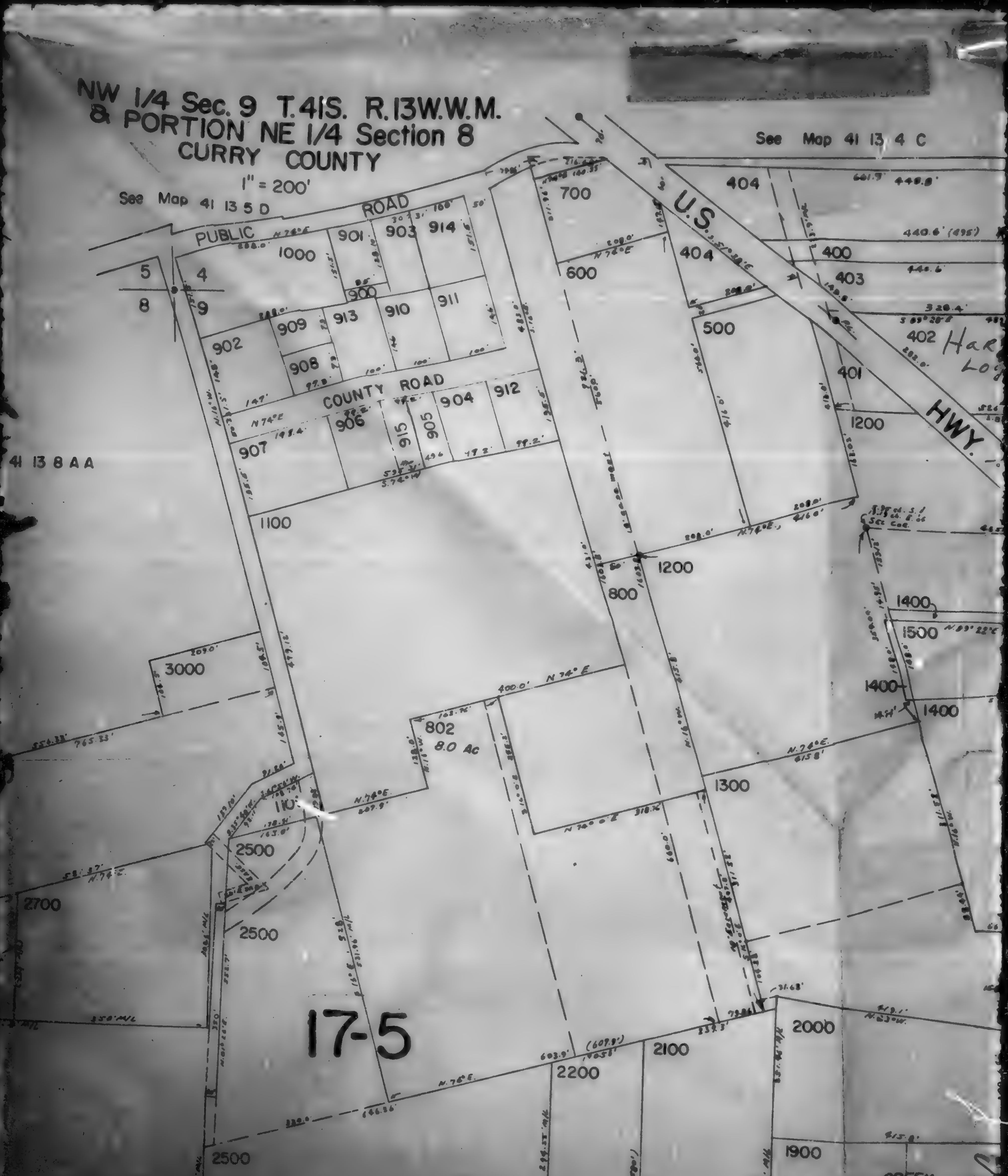


Tax Lot 300 Dead
" " 5199 "
4504
4506
801
4503

See Map 41 13 8 A A

See Map 41 13 8 A

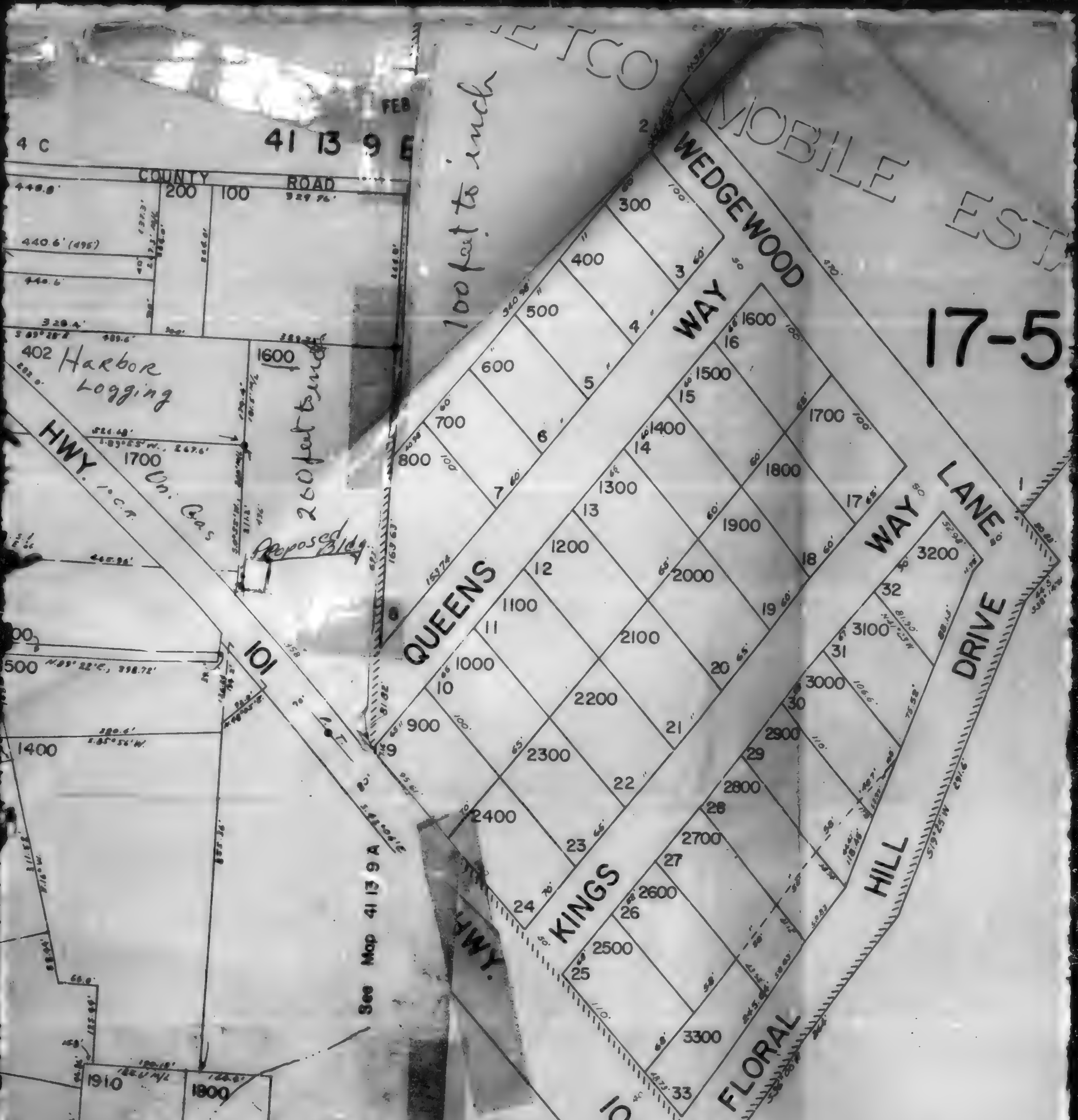
NW 1/
B. PO
See
8
2900
3000 U1
3000 U2
3000 U3
3100
3101
LOG POND
ROAD
2700
2900
2800
2600
COUNTY
S.W. Cor.
D.L.C. No. 39
3199
3200
3300
3300
LOG
PON



NW 1/4 Sec. 9 T.41S. R.13W.W.M.
& PORTION NE 1/4 Section 8
CURRY COUNTY
1" = 200'

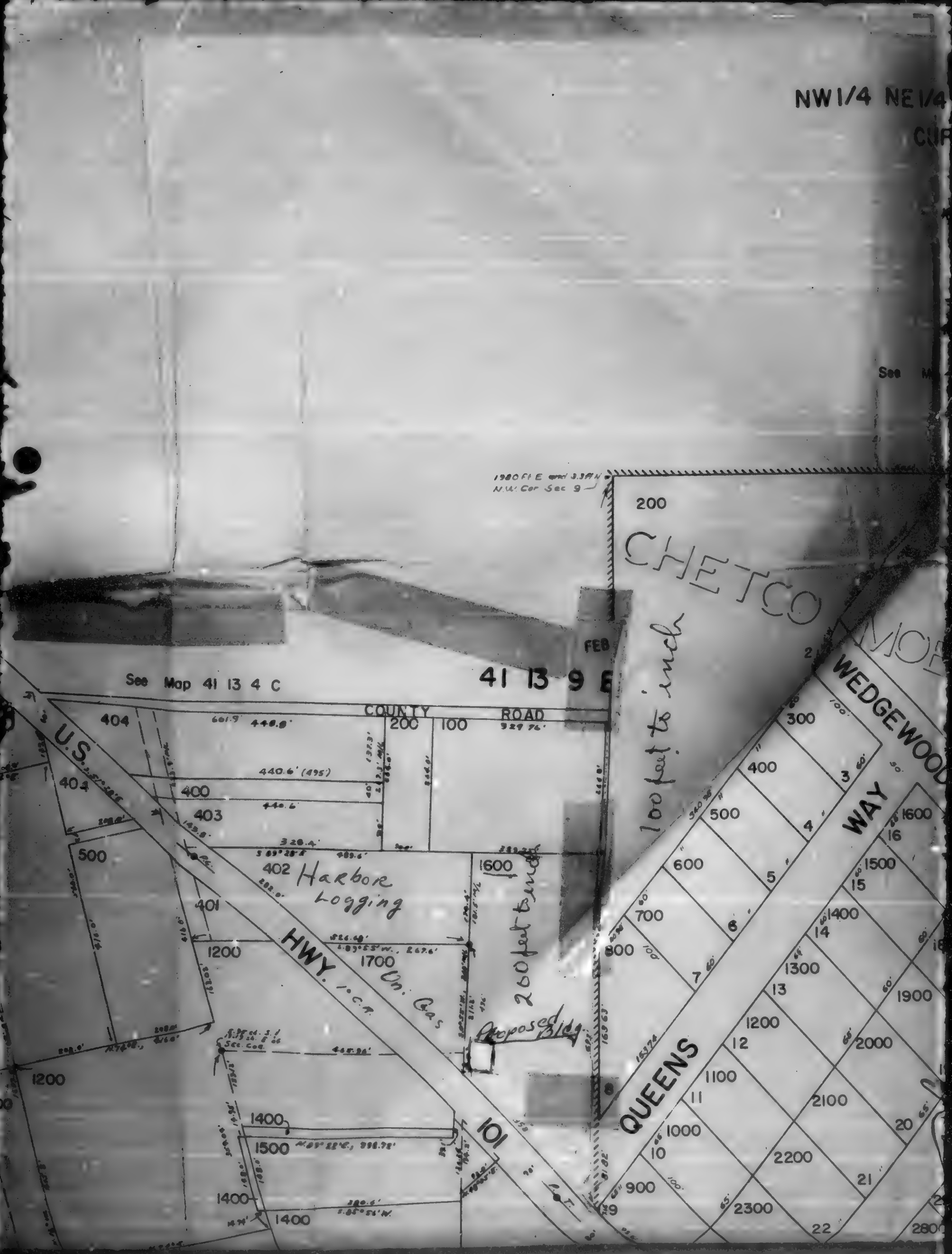
[redacted]

See Map 41 13 5 D
See Map 41 13 4 C
41 13 8 A A
PUBLIC ROAD
COUNTY ROAD
U.S. HWY.
TUTTLE CREEK
BENHAM LANE
LOG POND
5
4
8
9
1000
901
903
914
900
909
913
910
911
902
908
906
915
905
904
912
907
1100
700
600
404
404
400
403
402
401
500
1200
1200
800
1400
1500
1400
1400
3000
802
8.0 Ac
1300
110
2500
2500
2700
2500
2000
2100
2200
1900
2400
2300
2200
4500
4600
N 74° E
400.0' N 74° E
N 74° E 615.8'
603.9'
Har
Log
17-5



41 13 9 B
FEB
4 C
17-5
COUNTY ROAD
200
100
402 Harbor Logging
1600
1700 Un. Gas
Proposed Bldg
500
1400
1910
1800
HWY. 101
See Map 41 13 9 A
9A
100 feet to inch
200 feet to inch
ETCO MOBILE ESTS
WEDGEWOOD WAY
QUEENS WAY
KINGS WAY
LANE
DRIVE
FLORAL HILL
HWY. 101
300
400
500
600
700
800
900
1000
1100
1200
1300
1400
1500
1600
1700
1800
1900
2000
2100
2200
2300
2400
2500
2600
2700
2800
2900
3000
3100
3200
3300
TUTTLE CREEK

TATES
5
See Map 41 13 9A


NW1/4 NE1/4
CUR
See M
1980 Ft E and 3.3 ft N N.W. Cor Sec 9
200
CHETCO
MO
FEB
41 13 9 B
See Map 41 13 4 C
COUNTY ROAD
404
200
100
400
403
402
Harbor Logging
401
500
1200
1600
1700
Un. Gas
200 feet to inch
Proposed Bldg
1400
1500
1400
1400
100 feet to inch
U.S. HWY. 101
WEDGEWOOD
WAY
QUEENS
300
400
500
600
700
800
900
1000
1100
1200
1300
1400
1500
1600
1900
2000
2100
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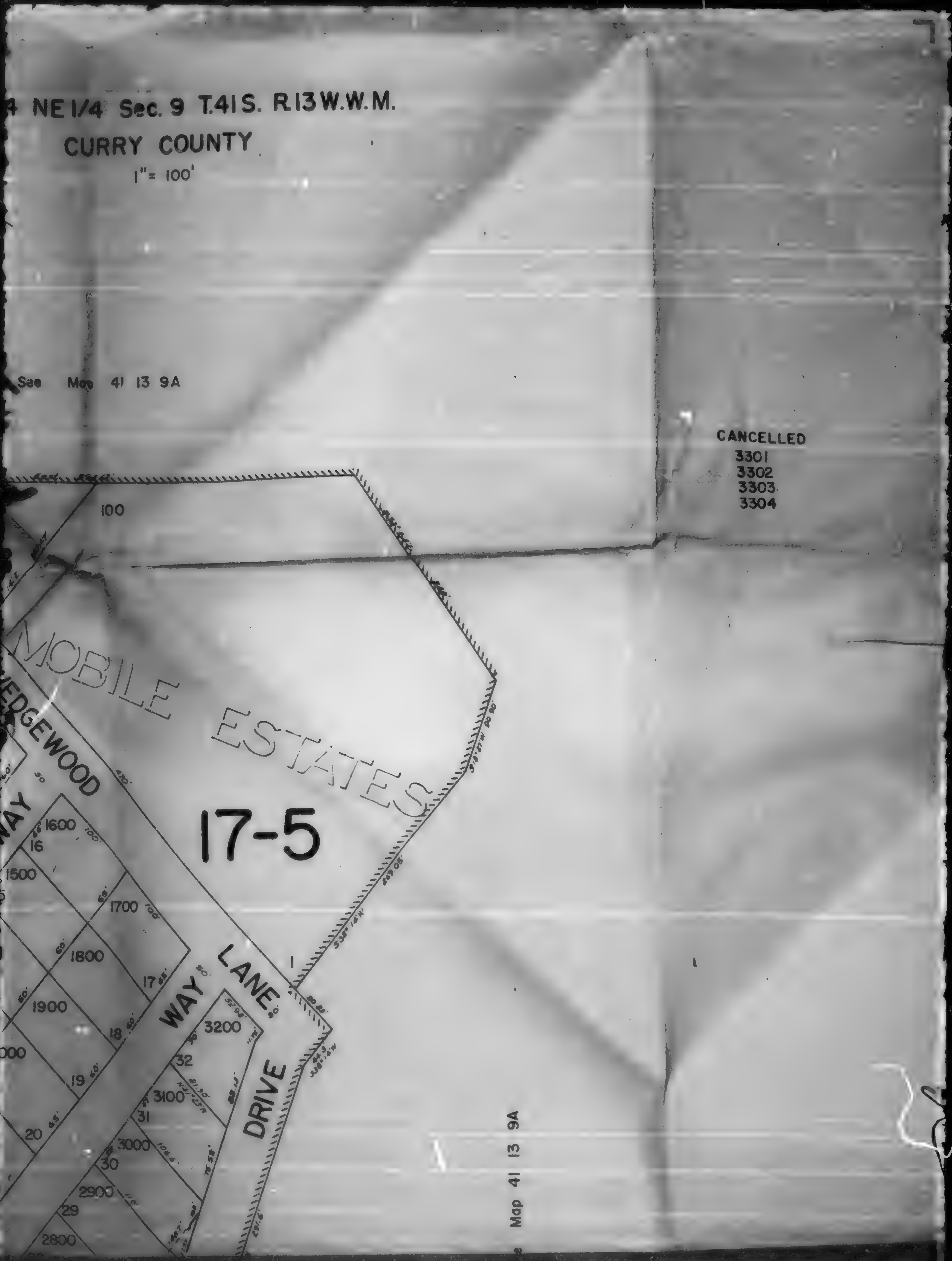
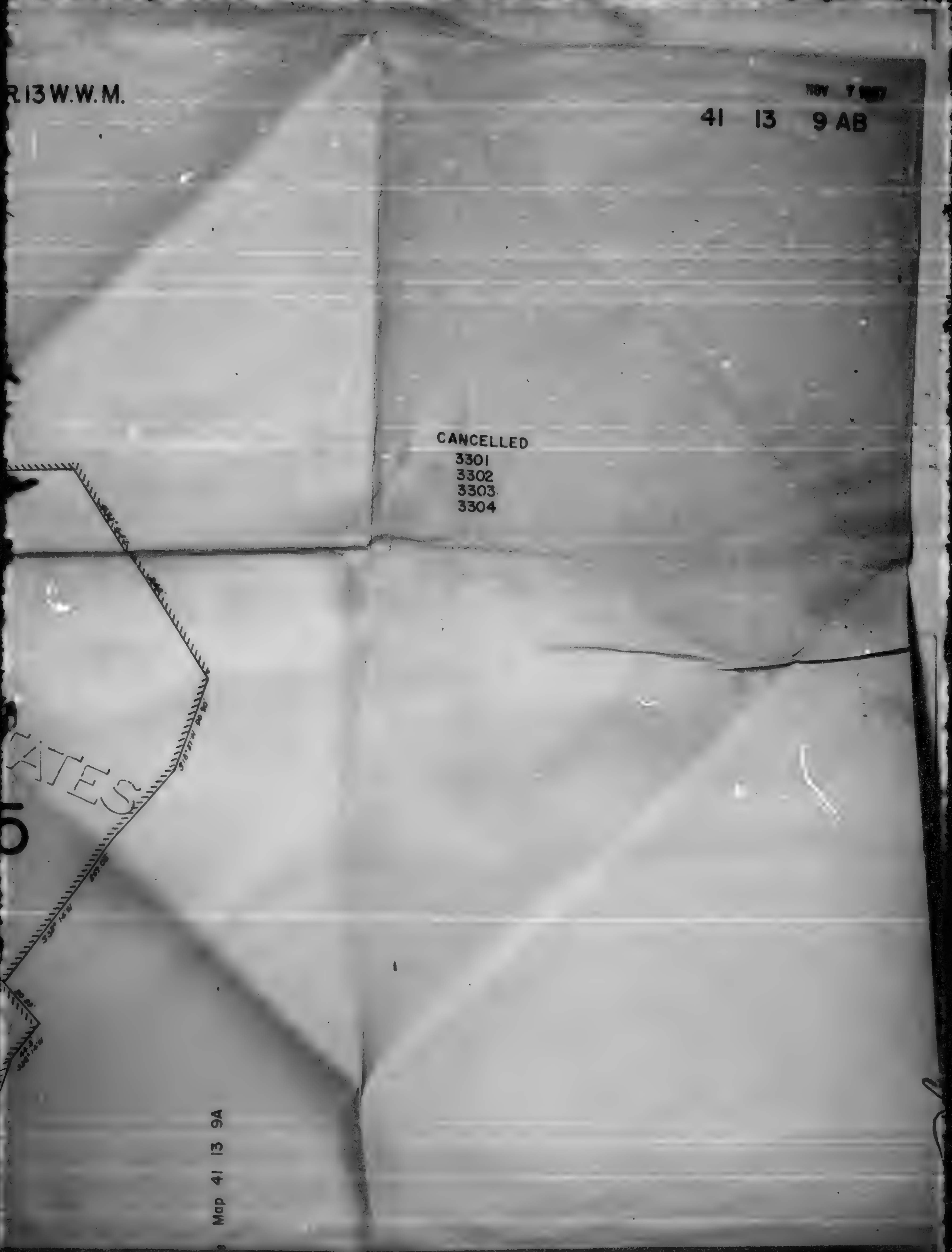
22


4 NE1/4 Sec. 9 T.41S. R13W.W.M.
CURRY COUNTY
1"= 100'
See Map 41 13 9A
CANCELLED
3301
3302
3303
3304
100
MOBILE ESTATES
EDGEWOOD
17-5
WAY
1600
16
1500
1700
1800
17
1900
18
LANE
WAY
3200
32
3100
31
3000
30
2900
29
2800
19
20
000
1
DRIVE
Map 41 13 9A

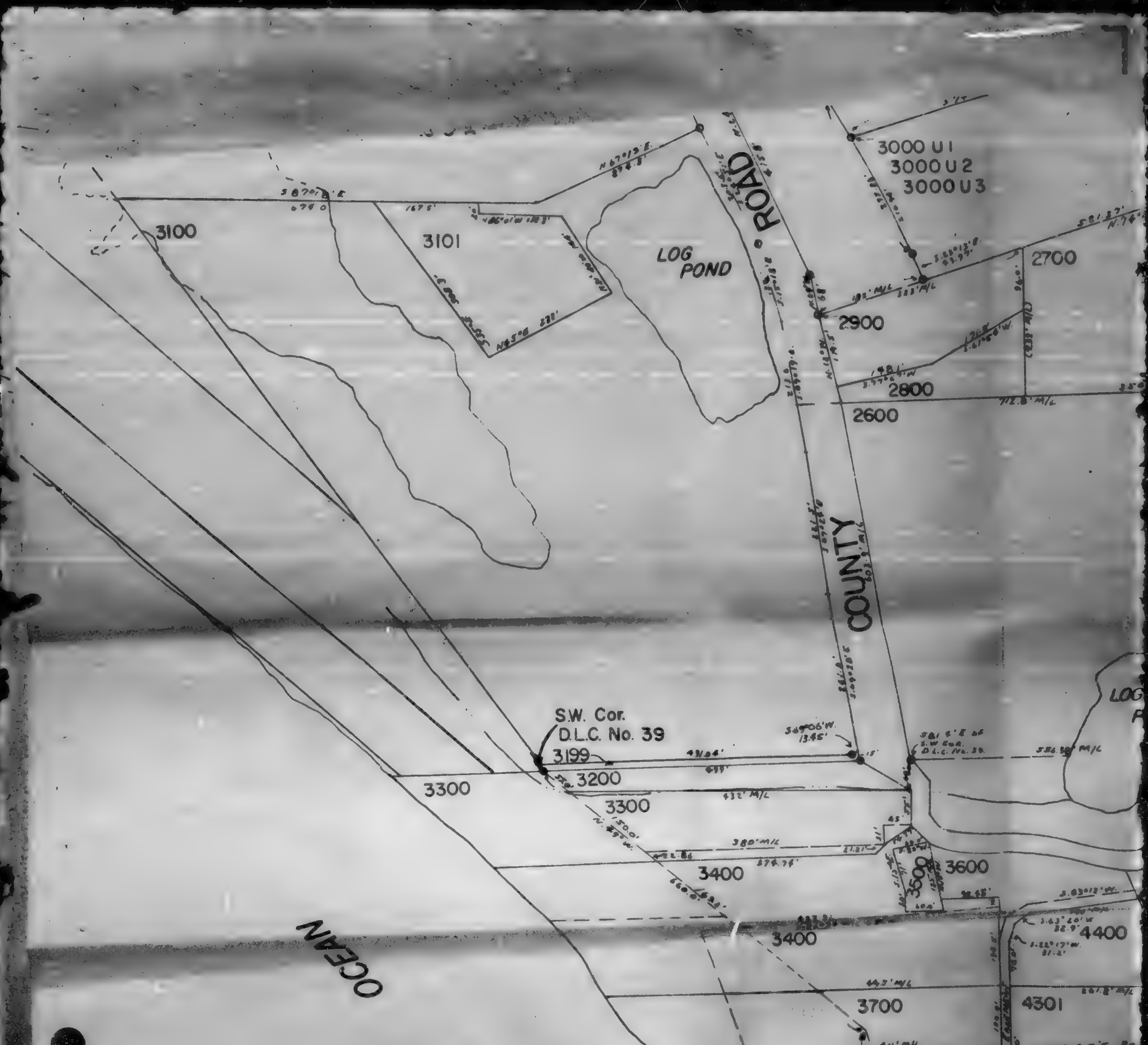
NOV 7 19[illegible]

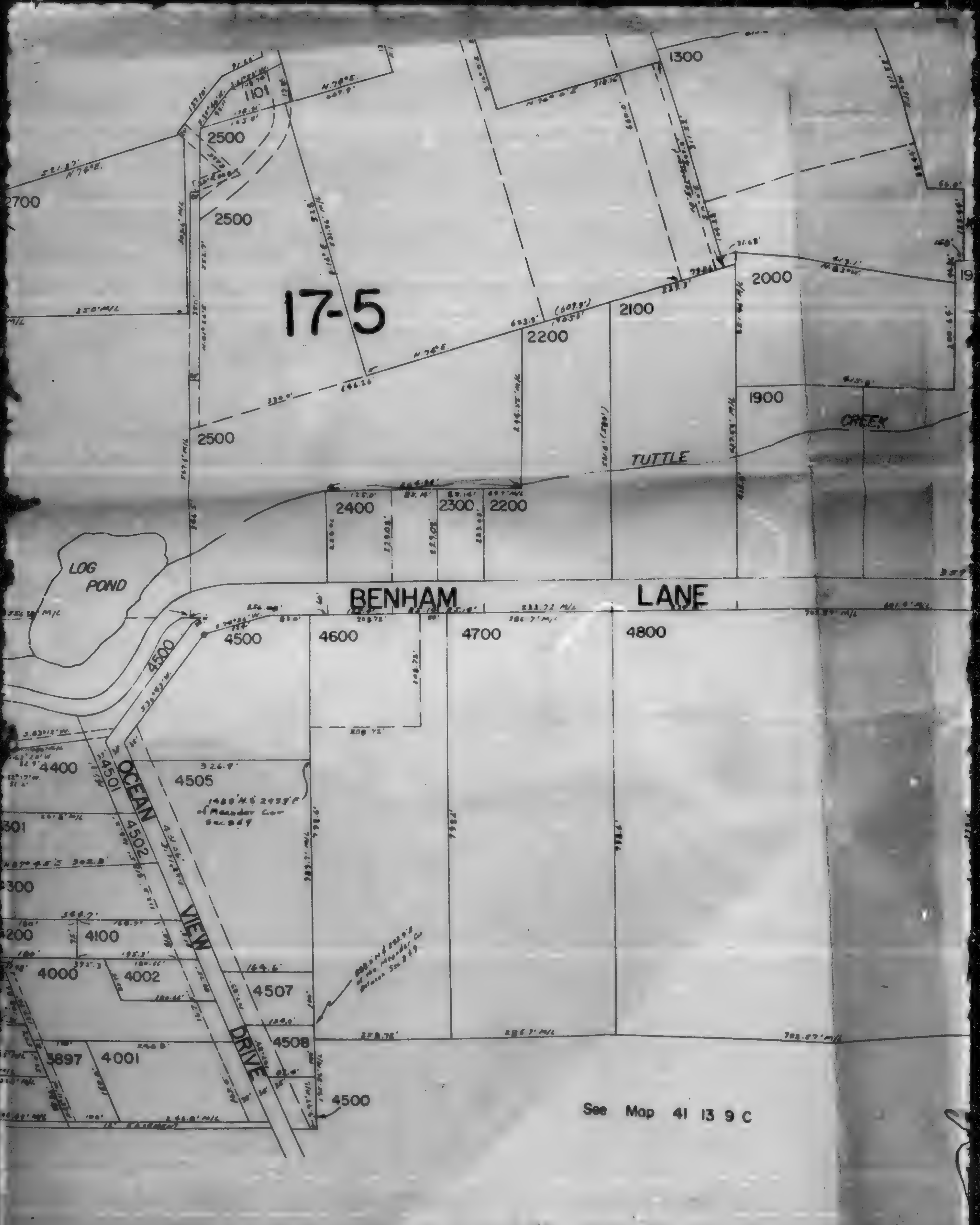
41 13 9 AB

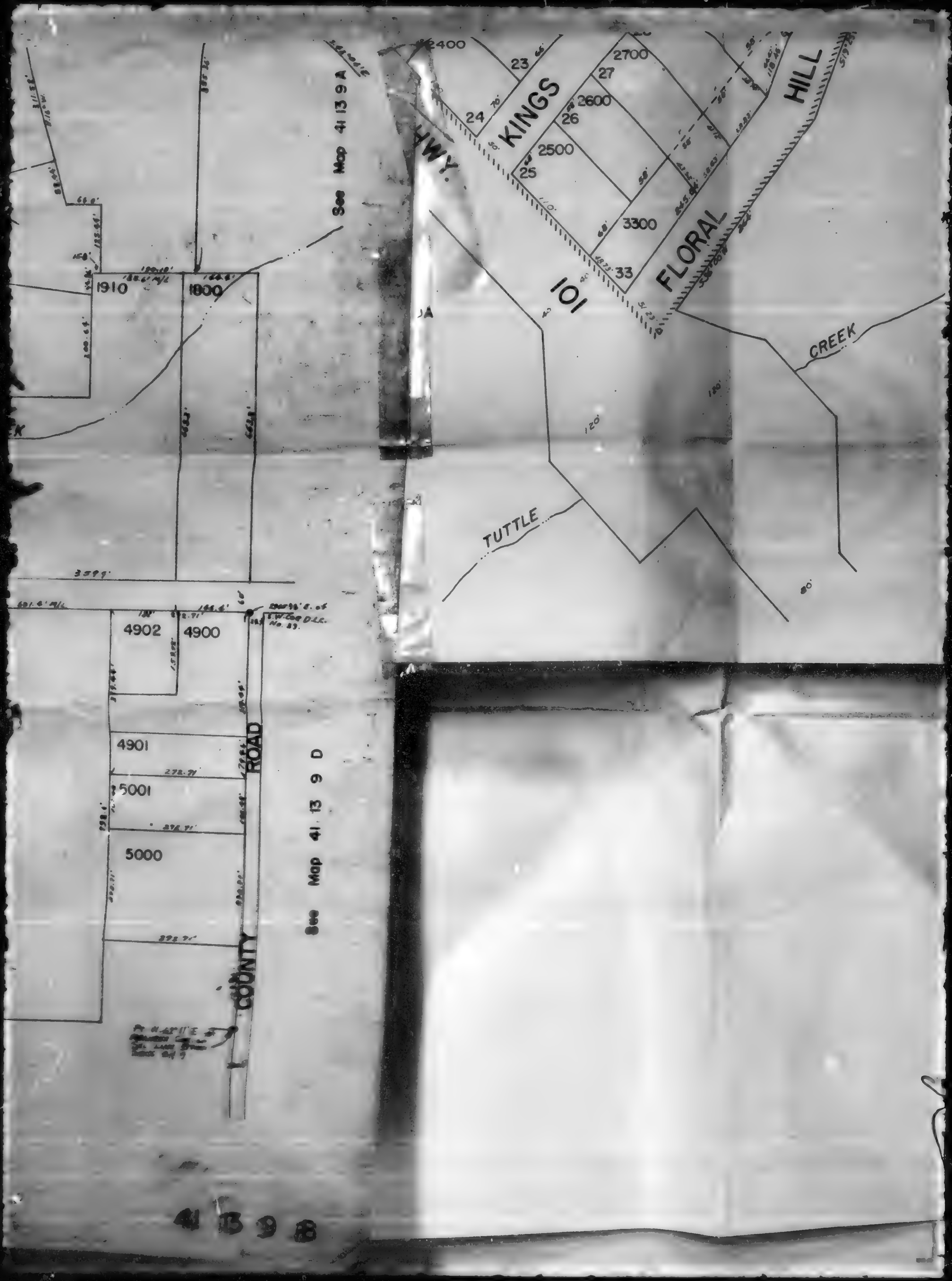

R.13 W.W.M.
ATES
80.80

CANCELLED
3301
3302
3303
3304

Map 41 13 9A


3000 U1
3000 U2
3000 U3
3100
3101
LOG POND
ROAD
2700
2900
2800
2600
COUNTY
LOG
S.W. Cor.
D.L.C. No. 39
3199
3200
3300
3300
3400
3500
3600
3400
4400
OCEAN
3700
4301
3800
4300
3800
4200
4000
3899
PACIFIC
3898
3897
5100
3900


17-5
1101
2500
2500
2700
1300
2000
2100
2200
1900
2500
TUTTLE CREEK
2400
2300
2200
LOG POND
BENHAM LANE
4500
4500
4600
4700
4800
4400
4501
4505
1488' N & 2959' E of Meander Cor Sec 8&9
OCEAN VIEW DRIVE
4502
301
300
200
4100
4000
4002
4507
4508
3897
4001
4500
See Map 41 13 9 C


See Map 41 13 9 A
2400
23
24
KINGS
HWY.
2700
27
2600
26
2500
25
3300
33
FLORAL
HILL
101
CREEK
TUTTLE
1910
1800
4902
4900
4901
5001
5000
COUNTY ROAD
See Map 41 13 9 D
41 13 9 B

41 13 9AB

RECEIVED
APR 18 1968
FOR FILING

8-4111
-7510

Cross Referenced To:
Curry
Bridges
[illegible]

April 17, 1968

Mr. B. A. Martin
Engineer
Port of Brookings
Post Office Box 848
Brookings, Oregon 97415

Dear Dot:

You recently requested that we send you a map of our tentative plan for the relocation of US101 in the vicinity of the Chetco River.

I am enclosing a rather large-scale sketch of the current proposal. I hope this is sufficient for your needs but if it is not, please advise and we will try to get something a little more finite for you.

As you know, we have not held any hearings on this routing and therefore can make no commitments whatsoever that it will be the chosen one. Furthermore, the construction of the relocated facility has not been programmed by the State Highway Commission. We therefore can make no guess as to timing of construction.

Stop in and see me next time you get up this way.

Very truly yours,

Forrest Cooper
State Highway Engineer

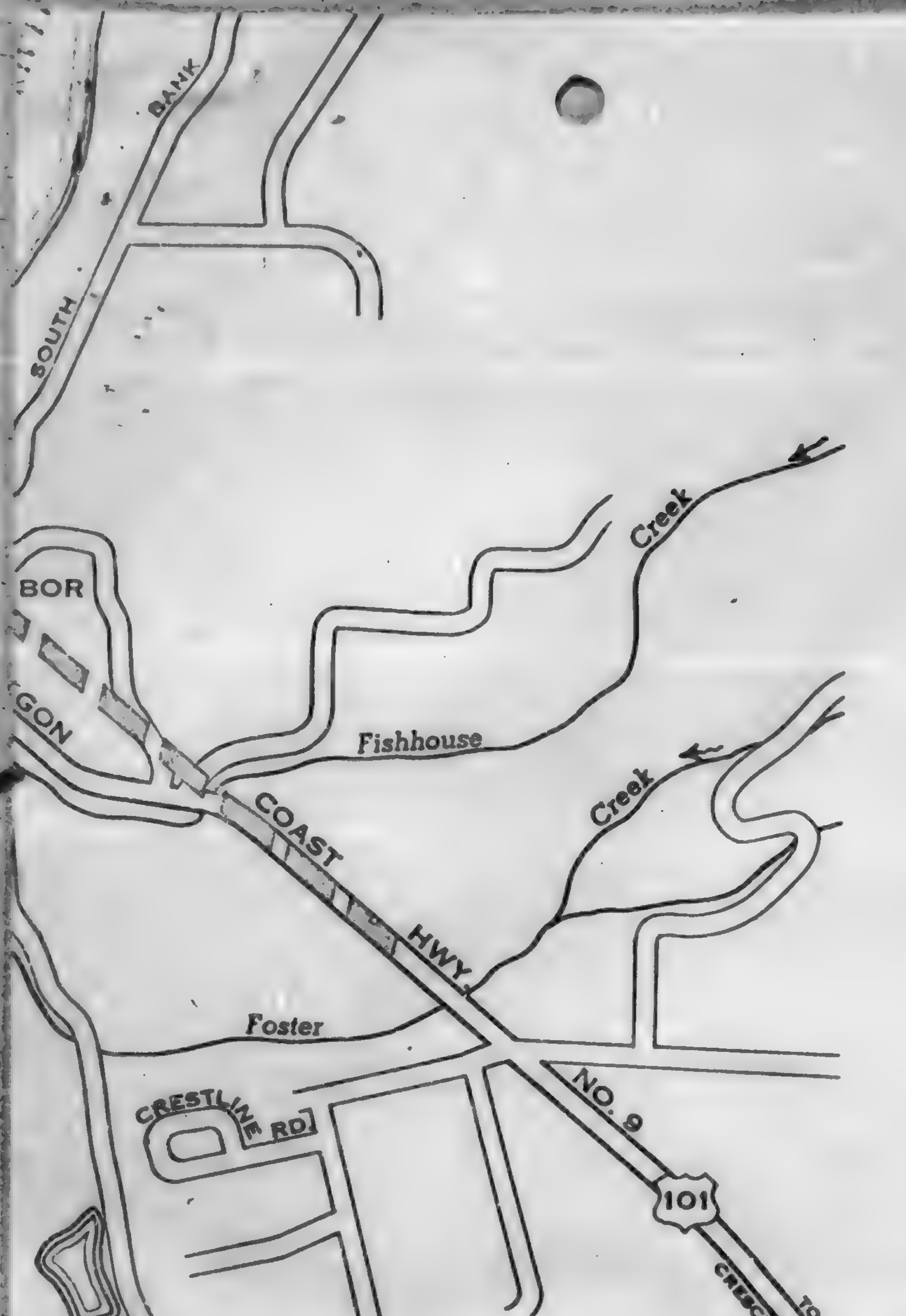
By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

FBK:srb

Enclosure


SOUTH BANK
BOR
GON
Fishhouse Creek
Creek
COAST HWY NO. 9
101
Foster
CRESTLINE RD
TO CRESCENT CITY
Slack Creek
BENHAM LANE
OCEANVIEW DRIVE
LANE
OLSEN

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY — City Hall
  - CT — Court House
  - A — Armory
  - L — Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

BROOKINGS

CURRY COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 2,680

Scale in Feet
400 0 400 800

May 1962

SHEET 2 OF 2 SHEETS

RECEIVED
JAN 26 1968
FOR FI...

[illegible]
[illegible]-1111
[illegible]4510

Cross Referenced To:
Chief
Bridges
Genl

January 25, 1968

Mr. Richard W. Keusink, Publisher
Brookings-Harbor Pilot
Post Office Box 700
Brookings, Oregon 97415

Dear Mr. Keusink:

This is in reply to your letter of January 19 requesting a map, which could be reproduced in your paper, of the proposed relocation of US101 in the vicinity of the Chetco River. You indicate that several business firms claim they have "seen" another location map of the area.

We are at the present time surveying on a possible route for this section of US101. The resident engineer in charge of this work is Mr. J. E. Holland, Post Office Box 566, Bandon 97411. His telephone number is 347-6211. Mr. Holland has a detail map from which he is working which could be studied by any citizen simply by going to Mr. Holland's office. I am certain that if you would care to visit Mr. Holland's office to view this map you will be shown every courtesy. I suggest this as a solution to your request since there are no other maps available which would fit the requirements set forth in your communication.

Prior to the adoption of this proposed route it will be necessary to offer a public hearing to the citizens of Brookings, at which time small-scale maps will be available and will be forwarded

Mr. Keusink
Page Two
January 25, 1968

to you along with the classified advertisement setting forth information regarding the project. I cannot advise as to when this will be, since there are no funds programmed for the construction or acquisition of rights-of-way for this project at the present time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:me

bc Forrest Cooper
R. L. Porter
John J. Earley
L. R. Chandler
J. E. Holland

,6652

BROOKINGS · HARBOR
PILOT
OFFICIAL CURRY COUNTY NEWSPAPER

Richard & Polly Keusink
publishers and editors

Box 700
Brookings, Oregon 97415
phone 469-2012

Jan. 19, 1968

Chief, public relations
Oregon State Highway Department
Salem, Oregon

Dear Sirs:

Your department is currently contemplating putting in a new highway and a new bridge over the Chetco River down our way.

Several business fimms claim they have "seen" another location map of the area. I know that a pizza parlor changes its business location when a representative of your office showed them where the "new" highway would go.

I'd like to print the map for my readers. No I know there will be changes, etc., but somebody's got a map they showed to somebody else so I might as well see it too, please.

Just the section that shows the bridge approaches. I'm sure the rest of the map is too long to print. In other words, I just want the "guts" of it.

Very truly yours,

Richard W. Keusink
Publisher

RECEIVED
JAN 23 1968
OFFICE OF
PUBLIC INFORMATION

NOTED
JOHN J. EARLEY

RECEIVED
DEC 15 1967
FOR FILING

R 1111
7510

2116

December 14, 1967

Mr. Karl Ostenberg, President
The Port of Brookings
Box 848
Brookings, Oregon 97415

Dear Mr. Ostenberg:

Re: Brookings-Winchuck River, Oregon
Coast Highway, Curry County

Please refer to your letter of November 20 concerning a meeting with you regarding the relocation of the Oregon Coast Highway at Brookings.

It seems your letter was in the mail at the same time our Division Engineer was in the process of meeting with you and, consequently, the meeting was held during the absence of Mr. B. A. Martin. Please accept our apology for this.

Our Division Engineer has reported, since the meeting, that you were in agreement with the alternate line proposal. We are making a field survey on this route.

If, after the return of Mr. B. A. Martin, you desire further information on our proposal, we will be happy to meet with you.

NOTED
F.B. KLABOE

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler
D. L. Trout

DLT:fw srb

THE PORT OF BROOKINGS
BROOKINGS, OREGON

.6428
NOV 27 67

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Karl Ostenberg, President
The Port of Brookings
Box 848
Brookings, Oregon 97415

November 20, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper,

In regards to your letter of November 8, 1967 and my telephone conversation with Mr. Porter on November 16, 1967:

We appreciated being notified of your new plan for the relocating of the highway in the vicinity of the Chetco River Bridge and the opportunity of viewing the sketches in the future. However, as I stated in our telephone conversation, our manager, Mr. B. E. Martin is out of town and will not return until Christmas. He understands so much better all details in regards to this, having worked for the State Highway Department himself, that we would appreciate having this meeting postponed until he might be able to be present, if this would not cause you any inconvenience.

We are most eager to cooperate in any way possible and do appreciate being kept in touch of new developments which have a direct effect upon the Port of Brookings.

Very truly yours,

Karl Ostenberg
Karl Ostenberg, President

Routing
Morgan M
Decker
Bond
/ Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC . 1967
CONSTRUCTION
DIVISION

RECEIVED
NOV 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

KO:pw

FORM 8-1252 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV. 8 1967
CONSTRUCTION
DIVISION

Routing
Morgan ///
Decker
Walker
Pease ℰ𝒥
Morelock
Trout
Scott
Wills
Litchfield
2 Olson

November 8, 1967

Mr. Karl Ostenberg
President
The Port of Brookings
Brookings, Oregon 97415

RE ASSIGNED TO
A. Olson
By Construction Engineer

Has contact with this man been activated,

Dear Mr. Ostenberg:

Several months ago, we advised you that we were studying the problems of relocating the highway in the vicinity of the Chetco River Bridge on US101 south of Brookings.

While these studies have not yet been entirely completed, we have made some progress. A new plan has been developed which we hope will go a long way toward alleviating the problems that the old plan created.

I am asking our people to prepare sufficient sketches and information and to contact you in the near future for your opinion and advice concerning this new plan.

Very truly yours,

Original sign
Forrest Coo

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan - Please follow up and have someone from Division 3 contact Mr. Ostenberg and report the results of the meeting.

FC

FORM E-133X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
NOV 27 1967
FILING

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1517510

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 22, 1967

Mr. Jack A. Hoffbuhr
Professional Land Surveyor
510 West Sixth Street
Medford, Oregon 97501

Dear Sir:

Reference is made to your letter of November 16 requesting alignment maps of our proposed realignment of the Oregon coast highway from the Chetco River to the California State line.

Although several lines have been run on this section, they are still under study and at the present time, we have a projection which has not been definitely decided upon. Also the location of the Chetco River crossing has not been fully established.

The maps which we have are not reproducible. However, should you desire to inspect the information we have in this office, please feel free to contact Mr. Don Trout, Rural Engineer, Room 218-D, State Highway Building.

Very truly yours,

F. D. Morgan
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:fr

bcc: F. B. Klaboe
Don Trout

RECEIVED
NOV 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

PHONES: OFFICE 772-6332
HOME 772-7313

LICENSED IN
OREGON

JACK A. HOFFBUHR
PROFESSIONAL LAND SURVEYOR
510 WEST SIXTH STREET
MEDFORD, OREGON 97501

November 16, 1967

E. A. Pease, Construction Office Engineer
Oregon State Highway Department
212 State Highway Building
Salem, Oregon 97310

Dear Mr. Pease:

The Harbor Water District is interested in the annexation of all the remaining area between the Oregon State Line and the Chetco River and extending from the Pacific Ocean to a line 1000 feet east of the Oregon State Highway 101.

My firm associating with the C.B.S. Engineering Co. have been engaged to define the district boundaries and design the water system extention.

We have been informed that the Oregon Highway Department has completed their realignment surveys throughout this section and that the aerial, topographic and new alignment maps are available from your office for this section.

The location and grades of the water mains will be governed by your proposed plans, therefor, any information or maps you have available throughout the area I have described will certainly be appreciated.

We would also appreciate any information you have regarding the scheduling of this section for construction.

Sincerely yours,

J. A. Hoffbuhr

Jack A. Hoffbuhr
Registered Land Surveyor

JAH:ch

Routing
Morgan
Squire
Bond
Forbes
Walker
Chase
Swan

Pease
Morelock
Trent
Scott
Wills
Grenfeld
Olson

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CONSTRUCTION
DIVISION

CONSTRUCTION, BOUNDARY AND TOPOGRAPHIC SURVEYS
IRRIGATION AND ROAD LOCATIONS • SUBDIVISIONS • PROPERTY CERTIFICATIONS

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SP*23011-794

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1967

SUBJECT: Brookings-Winchuck River
Oregon Coast Highway
Curry County

To:
Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Studies are continuing in this office for a connection between the existing highway and the high line under study just south of the Chetco River.

Attached please find a copy of a plan showing a connection with the required right of way shaded in green.

Please furnish this office a right of way estimate for this area.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fw
Enc.
cc F. B. Klaboe ✓

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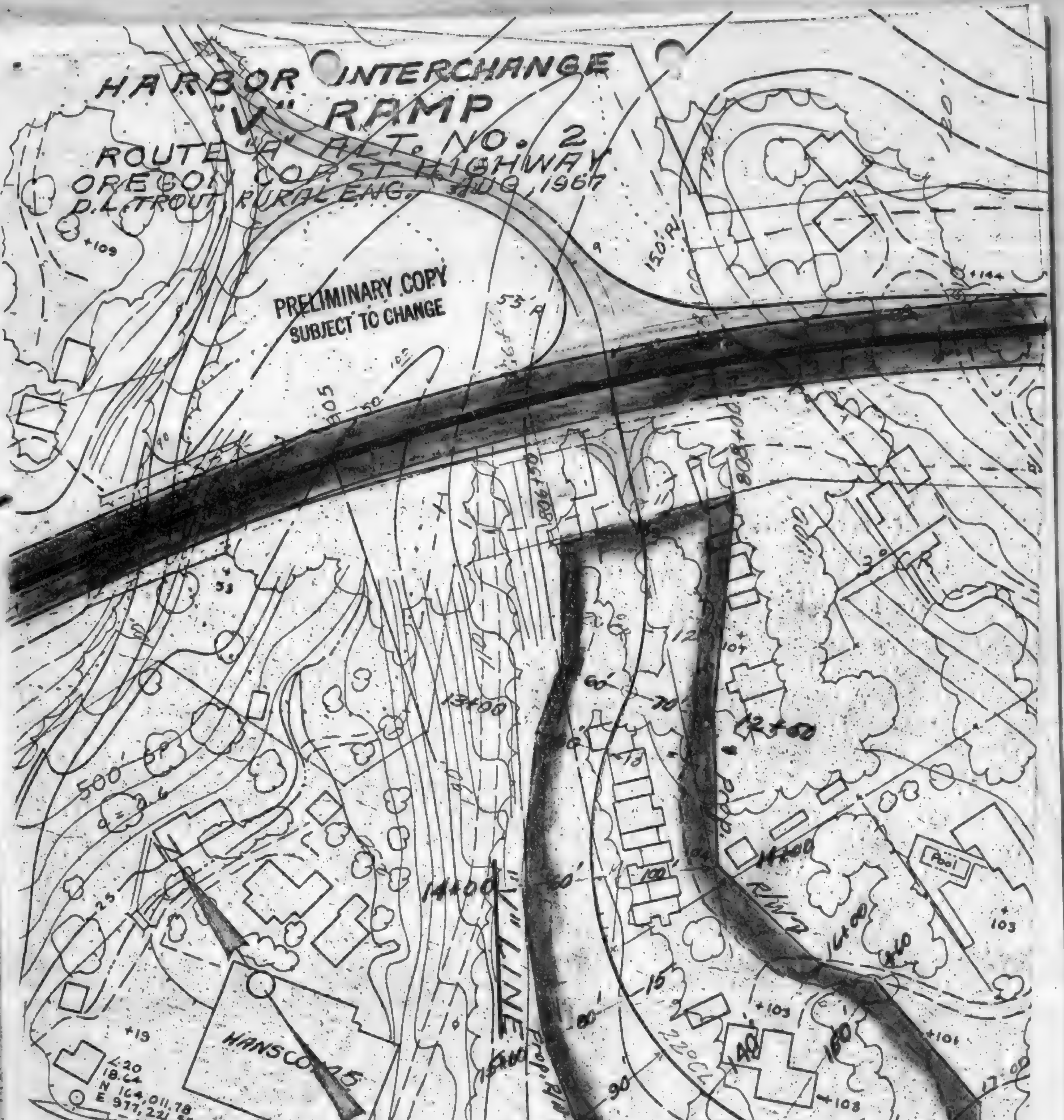
AUG 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER


HARBOR INTERCHANGE
"V" RAMP
ROUTE "A" ALT. NO. 2
OREGON COAST HIGHWAY
D.L. TROUT, RURAL ENG. AUG, 1967
PRELIMINARY COPY
SUBJECT TO CHANGE
HANSCOMS
"V" LINE
14+00
13+00
15+00
16+00
12+50
Pool
R/W
To Brookings
∠20
18.64
N 164,011.78
E 977,221.55
∠19
24.89
N 163,812.20
E 977,266.74
+53.11
+39.56
+51.38
150' R
53' R
500' R

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OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page ____ of ____ Pages

Section BROOKINGS - WINCHUCK RIVER Highway OREGON COAST (FAR 2) County CURRY Prefix 8-1492

Res. Engr. W. N. Hackleman Approx. Length 4.5± Miles. Sta. 767± to Sta. 1001+50± Date 5-31-67

Truck A.D.T. 398 Traffic Coefficient 9.6 18 kip s.a. per day 243.8.

Annual Precipitation 88"± (Brookings) Frost Penetration - - - - - - - - -.

5-31-67

(1)
Typical Soil

43	LL
7	PI
94	%P 10
81	%P200
6	%Gravel
4	%C Sand
9	%F Sand
40	%Silt
41	%Clay
10	"R" Value
	[illegible]

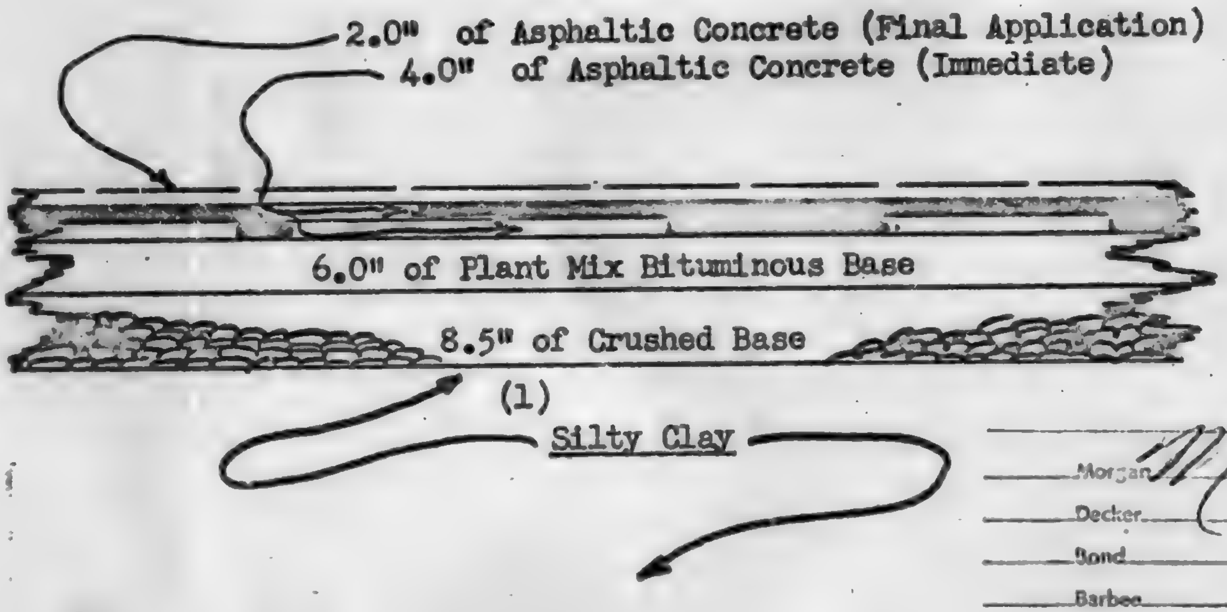
AASHO CLASSIFICATION:

A-5 (9)

MATERIAL SOURCES:

To be determined by the Engineer.

NEW WORK



2.0" of Asphaltic Concrete (Final Application)

4.0" of Asphaltic Concrete (Immediate)

6.0" of Plant Mix Bituminous Base

8.5" of Crushed Base

(1)

Silty Clay

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.C.(F)
	8.0	4.0	A.C.(I)
	11.0	6.0	P.M.B.B.
	8.5	8.5	Cr. Base
31.5	31.5	20.5	

Routing

Morgan	Ross
Decker	Merelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

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JUN 5 1967
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer

Submitted by ______________________
for Staff Assistant

Recommended by ______________________
Engineer of Materials

Recommended by ______________________
Construction Engineer

Approved by ______________________
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of __ Pages

Section BROOKINGS - WINCHUCK RIVER Highway OREGON COAST (FAR 2) County CURRY Prefix 8-1492

Res. Engr. W. N. Hackleman Approx. Length 4.5± Miles. Sta. 767± to Sta. 1001+50± Date 5-31-67

Truck A.D.T. 398 Traffic Coefficient 9.6 18 kip s.a. per day 243.8.

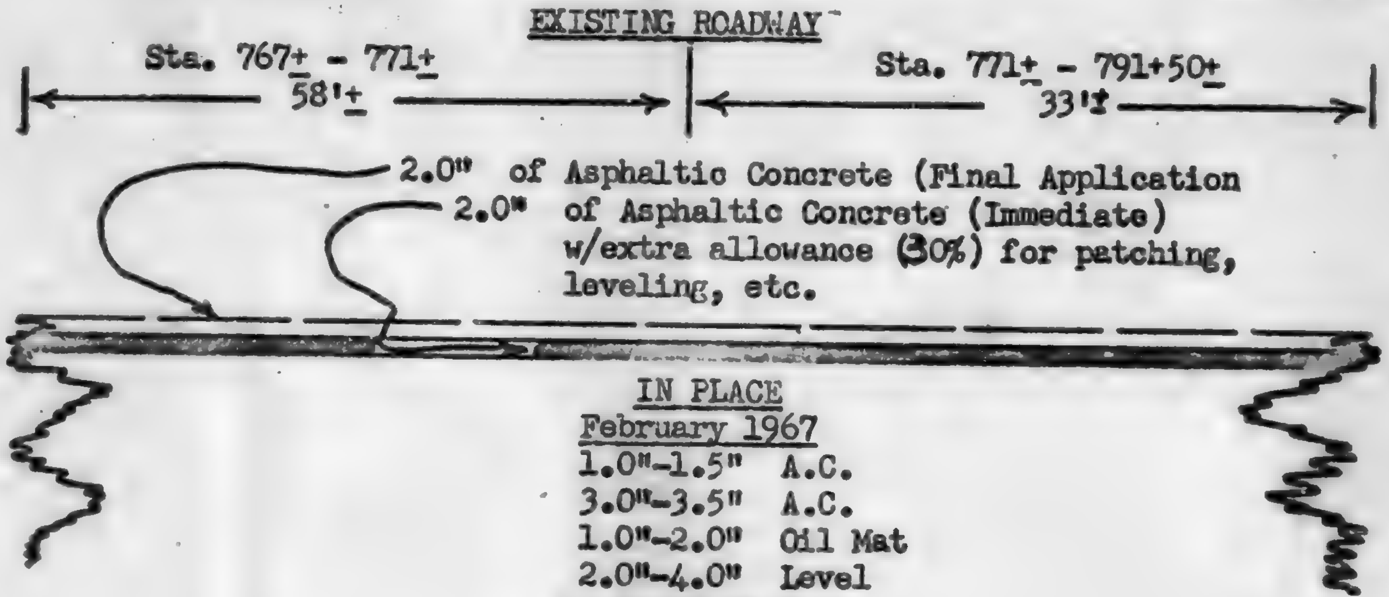
Annual Precipitation 88"+ (Brookings) Frost Penetration - - - - - - - - -.

(1)
Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
l "R" Value (Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

EXISTING ROADWAY



2.0" of Asphaltic Concrete (Final Application
2.0" of Asphaltic Concrete (Immediate)
w/extra allowance (30%) for patching, leveling, etc.

IN PLACE
February 1967
1.0"-1.5" A.C.
3.0"-3.5" A.C.
1.0"-2.0" Oil Mat
2.0"-4.0" Level
11.5"-12.0" Base

CBE Total Req.	Credit	Actual Thick.	
	4.0	2.0	A.[illegible](F)
	4.0	2.0	A.C.(I)
	IN PLACE	Averages	
	11.0	6.0	A.C. or Oil
	12.0	15.0	Base
31.5	31.0	25.0	

See Page 3 for remarks.

BROOKINGS - WINCHUCK RIVER
Oregon Coast Highway #9
Curry County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
90 - 240	3.5"	3.0"	- - -	14.5"	27.0"	21.0"
30 - 90	3.5"	3.0"	- - -	11.5"	24.0"	18.0"
8 - 30	3.0"	- - -	2.0"	13.0"	21.0"	18.0"
1 - 8	2.0"	- - -	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	- - -	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

EXISTING ROADWAY CREDITS

1.0" Asphaltic Concrete and Oil = 1.8" Crushed Base
1.0" Base Material = 0.8" Crushed Base

The section to be utilized is about 2400'± in length. Two holes were drilled in the present roadway at Sta. 773+00, 9' L. Location CL & Sta. 782+00, 4.5' L. of Location CL. The depths of material encountered is shown on Page 2.

The condition of the pavement is generally fair, except for the area 772± - 780± in the outside N.B. lane which shows cracking, apparently caused by excessive seepage from the adjacent cutbank.

SECTION: BROOKINGS - WINCHUCK RIVER
HIGHWAY: Oregon Coast #9 (FAR 2)
COUNTY: Curry

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1966 Present ADT 4000 (Total)
B. 1986 Future ADT 7600 (Total)
C. Mean ADT 5800 $\left(\frac{A+B}{2}\right)$
D. Design Period 20 Years
E. No. of Lanes 4
F. Percent Trucks 12 (ADT Basis)
G. Trucks (in one direction) $\frac{F}{2}$ = .06
H. % Trucks in Design Lane 100 %
I. Trucks in Design Lane (G) 398 x (H) 100 % = 398

Logging Trucks = 50
x (C) 5800 = 348
Total = 398

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where K = 4.669
= 9.6

SECTION: BROOKINGS - WINCHUCK RIVER
HIGHWAY: Oregon Coast #9 (FAR 2)
COUNTY: Curry

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good ______ Fair X Poor ______
   Remarks: ______
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of Design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made for this section as a portion of the existing roadway will be incorporated into the proposed widening project and A.C. is more desirable for this type construction.

RECEIVED
MAR 28 1967

8-1111
7510

March 28, 1967

Mr. Earl Ostenberg, President
The Port of Brookings
Brookings, Oregon

Dear Mr. Ostenberg:

We have your letter of March 21 re the location of the Chetco River Bridge on Highway 101 south of Brookings.

While it is true that we have been doing some surveying in the area in an attempt to work out some plan for the replacement of the bridge, our plans are not complete nor is this project programmed for construction. As of the moment, we have no way of knowing when it might be possible to award a contract as this is a multi-million dollar job.

I assure you that before anything is finalized, we will confer with the local people, including The Port of Brookings, as we have no desire to work a hardship on the Port.

I have asked our people to look into alternates.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. R. Chandler

FC:fn

THE PORT OF BROOKINGS
BROOKINGS, OREGON

…RRED TO
Admin
BY SECRETARY

March 21, 1967

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

In regards to the proposed new location of the Chetco River Bridge:

We object to the present proposed location since it will damage the port construction. We have worked hard over a period of many years to acquire and develop the present property owned by the Port of Brookings. We have not only worked for the present needs of the community but strived to project these needs for the future and the growth of our area. Naturally, we hope to preserve as much of this as possible without impairing your project.

We have looked at the two proposals and favor the one using the higher level bridge which stays to the east. This has several advantages. This not only does the least amount of damage to the port, but would help for further development of the Chetco River by allowing fishing vessels to pass underneath. It also offers greater possibilities to seperate the North Bank River Road with the main highway and the cost would not be much more to complete the job at the time of construction and the over all cost of the two would be the same while the benefits to this area would be much greater.

We would be willing to wait for the completion of this job if it would be of benefit in the long run.

We trust you will give our suggestions serious consideration in your determining of the new location.

Respectfully yours,

Karl Ostenberg

Karl Ostenberg, President
The Port of Brookings

NOTED
FORREST COOPER

cc: Tom Murray
KO: pw

RECE…
MAR 23 1967
OFFICE O…
STATE HIGHWAY ENGIN…

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MAR 23 1967
OREGON
STATE HIGHWAY COMMISSION

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February 17, 1967

1416

Mrs. Marge Barrett
Humboldt Times Correspondent
Box 179
Brookings, Oregon

Dear Mrs. Barrett:

Please refer to your letter of February 14 concerning the survey which includes a replacement of the Chetco River Bridge and extends from Brookings to the Winchuck River. Field surveying work should be completed by early summer. Further time would be required to design plans. Also, considerable time is required to obtain rights-of-way after the project is approved for that purpose by the Highway Commission.

The survey has not been approved by the Commission for purchase of rights-of-way, nor have funds been allocated for construction. Therefore, we cannot predict when the project may be contracted. One may only say that when funds are available and a satisfactory project is developed, further action is likely, perhaps with the acquisition of rights-of-way only as the first stage with construction to follow at a later time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler (Enc.)

JEM:rw srb

4870

FEB 15 67

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENG

Brookings, Oregon
Feb. 14, 1967

Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper,

Could you give me some information regarding the proposed highway realignment and Chetco River bridge project? I understand the surveying work is now being done and I am wondering when you expect the plans to be completed. It was mentioned recently at a meeting of the Brookings Port Commission that the bids may be let as soon as next fall on the project. I would be interesting in knowing this also, if you can release this information. I am a correspondent for the Humboldt Times in Eureka, Calif. and also do some work for the Curry County Reporter in Gold Beach. The Times is a daily paper with some 500 subscribers in the Brookings-Harbor vicinity. They have been extremely cooperative in using releases from the highway department especially those for the Travel and Information service.

Thank you for any information you can give me,

Sincerely,
Marge Barrett
Mrs. Marge Barrett
Humboldt Times Correspondent
Box 179
Brookings, Oregon

Routing
Morgan
Decker
Bond
Barboe
Walker
Glenn
Swan
Pease
Morelock
[illegible]
[illegible]
Wills
[illegible]

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DIVISION

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OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 10, 1967

SUBJECT: Chetco River Bridge
Brookings-Winchuck Section
Oregon Coast Highway

To: F. D. Morgan
Construction Engineer
SALEM

1401

ATTENTION: D. J. Barbee

On January 31, 1967, I wrote a report to Mr. R. L. Porter which concerned a meeting which Oregon State Highway Department personnel had with Port of Brookings personnel regarding our present survey and design work at the southerly end of the Chetco River Bridge.

In my recommendations on this subject, I noted asking Mr. L. W. Riley to estimate the cost differential between the Salem plan and my plan. I am attaching to this letter a rough draft estimate from our Right of Way Liaison Agent, Mr. Frank North, which indicates a saving of approximately $78,000 with the plan that I propose. This saving appears to over balance any of the favorable features of the previous interchange and if Mr. Don Trout, in his investigation, can find no great geometric disadvantages, I strongly recommend that our alternate plan be instigated.

Jay B. Boyd
Jay B. Boyd
ASS'T DIVISION ENGINEER

JBB:cc
attach.
cc: R. L. Porter
F. B. Klaboe ✓
W. N. Hackleman
L. W. Riley

sent to Morgan
2-17-67
Take appropriate action

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FEB 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Harbor Interchange
Brookings-Winchuck sect

Original Plan

Land 3.2 Ac @ 25000	80 000
Damage to Restaurant Bldg.	10 000
Damage to isolated land	10 000
Cost to fill land west interchange and relocate launching Ramp	40 000
	140,000.

alternate Plan

Side Hill land 0.6 Ac @ 1000	600
2 Homesites 0.5 Ac @ 3000	1500
House & garage	12 000
House	3500
1 Ac @	25 000
1 Ac @	20 000
	62.600

comparison figures does not include entire R/W needed

J. M. North 2/9/67

FORM 2-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon
January 31, 1967

REFERRED TO Klaboe BY DEPUTY STATE HIGHWAY ENGINEER

To: R. L. Porter
Deputy State Highway Engineer
SALEM

SUBJECT: Meeting Regarding Chetco River Interchange
Brookings-Winchuck Section
Oregon Coast Highway

As requested by you on January 12th in a letter to L. R. Chandler, the following listed personnel met in W. N. Hackleman's office in Brookings to discuss the Chetco River Interchange and general project design. Representing the Oregon State Highway Department were J. E. Morelock, Chief Locating Engineer; George Wills, Assistant Chief Locating Engineer; John Quiner, Assistant Division Engineer; and J. B. Boyd, Assistant Division Engineer. Representing the Port of Brookings were Frank Akins, Commissioner; Leo Shurtleft, Commissioner, Fred Fox, Commissioner; B. A. Martin, Manager; and Archey McVey, interested property owner. The general tenor of the meeting was cordial and those present all agreed that something had to be done with the Chetco River Bridge and the general alignment through the area. It was the expressed feelings of those representing the Port that even though they didn't like the proposal, they did not wish to do anything to interfere with the improvements in the area. It was their expressed hope that something could be done to modify it in order to take less property from the Port area. This taking and its affect on their development was their prime concern. The following issues were discussed:

(1) A location lying easterly of the existing bridge and connecting with the new location some distance southerly of the Port area. Those present from the Highway Department explained that we had studied a location in this general area and had an extreme amount of difficulty arriving at any type of connection to the south bank road which would in any way serve the Port. The present south bank road from the highway easterly is on an approximate 10% grade and any overcrossing of this road would cause the connections to be almost impossible to build. Also, it would be impractical to make a connection to the existing road before about one-half mile southerly. It was pointed out to those present that this was considerable out-of-direction travel and it was our belief that any construction such as this would tend to isolate the Port and provide less than acceptable access. Those from the Port immediately agreed that

Sketch to [illegible]
2-9-67

they did not wish any out-of-direction travel such as this.

(2) The proposed Chetco River Interchange. It was explained that this interchange was an extra bonus in that the rest of the highway was being designed on an at-grade type of access. The position of the bridge enabled us to provide free-flowing movements at this location which would better serve the industrial and the sports users of their facilities.

(3) Clearance of proposed bridge. The representatives of the Port alerted us to some thoughts of raising the clearance requirements in this area. We replied that our Bridge Department had checked with the Corps of Engineers and they had assured us that the clearances on the present bridge would be adequate on the new bridge. There was also our spoken explanation that any raising of the bridge would practically eliminate the chance of connections on the easterly side as the grades were almost prohibitive at the present time.

(4) Access to the Sports Haven Restaurant, which lies on the westerly side of the interchange. Mr. Archey McVey, owner of the restaurant properties and much additional area to the west and who had donated the land for the boat harbor, expressed concern on his isolation. He claimed that the road which surrounds his restaurant would cause severance of his contiguous ownerships here. He said that his major amount of business for the sports shop and the restaurant were from the fishermen who parked their boats in the vicinity of the restaurant and that any movement of the ramp facilities would require that his building was moved also. We replied that we would study this possibility of severance of ownership and damages with our Right of Way people and do all that we could in order to solve his problems. These would have to be based, however, on realistic damage items.

I believe that we explained to the Port representatives our problems on this project and what our aims insofar as the improvement were concerned. It was pointed out that the project in this location would allow the project to be built in small increments, possibly replacing the Chetco Bridge at an earlier date that building the remainder of the project. The location further east did not have this feature.

It was also the expressed opinion of all those present that nothing should be done to destroy the project but they were vitally interested in access to the ends of the boat ramp as indicated on the attached sketch and that access from the remainder of the area adjacent to the boat basin is vital to their needs.

Recommendations: I would recommend that we study the possible effect of Mr. McVey's contiguous ownership on the damage items to his restaurant. If proven that these will be considerable, I would recommend against leaving the restaurant within the loop, pulling one leg of the interchange tighter into the "L" line and allowing better access to the Port's facilities, more in the manner as indicated on my sketch colored in yellow. This would leave the restaurant and Port facilities with minimal damage. I am asking Mr. L. W. Riley to estimate the R/W cost differential on the two plans and the Rural Engineer to check the feasibility.

J B Boyd

J. B. Boyd
ASSISTANT DIVISION ENGINEER

JBB:vl
Attach

cc F. B. Klaboe
F. D. Morgan
W. N. Hackleman
L. W. Riley

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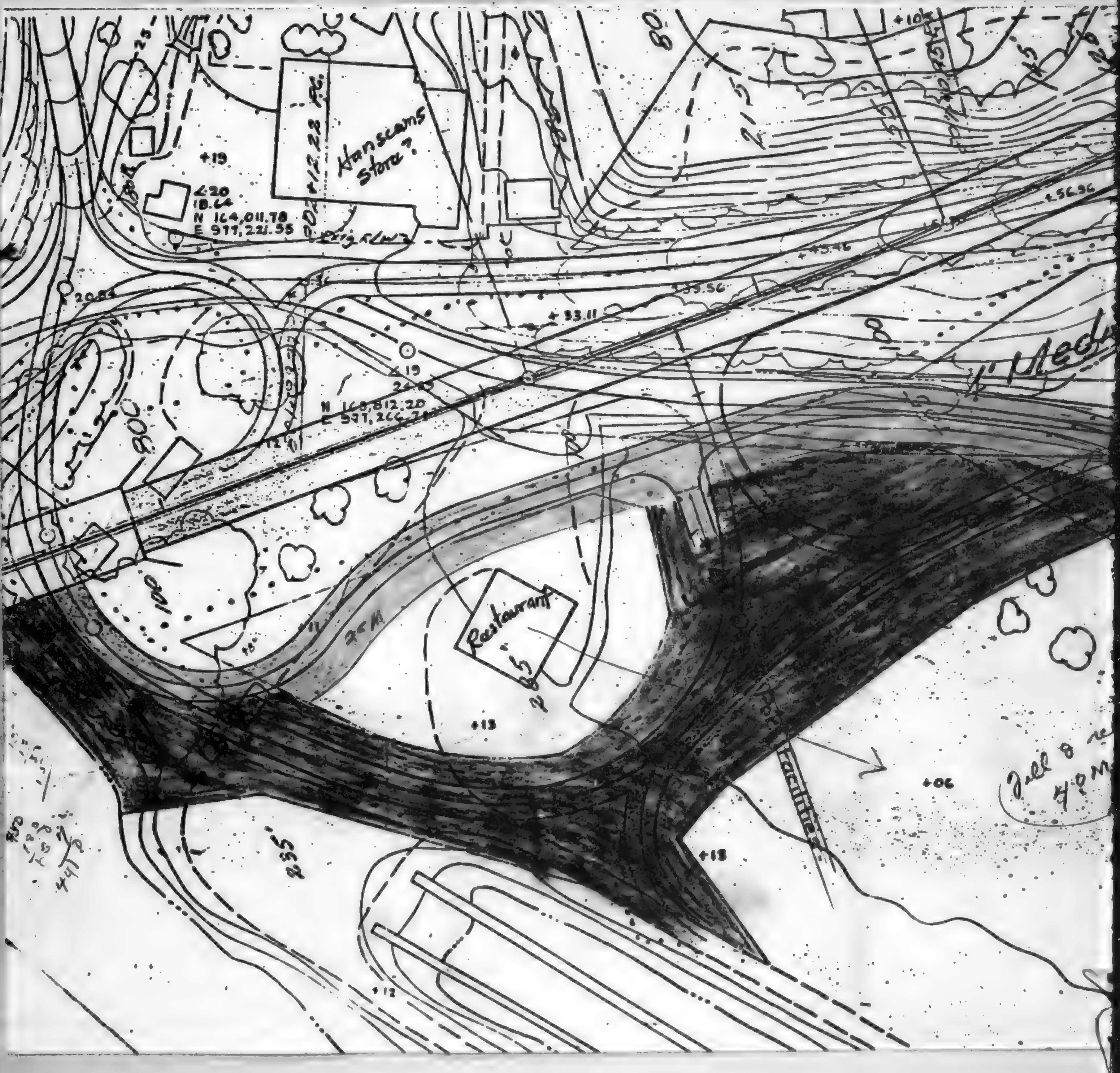
FEB 2 1967
OFFICE
STATE HIGHWAY ENGINEER


Hanscams Store?
+19
∠20
18.64
N 164,011.78
E 977,221.55
Exist R/W
20.84
+33.11
+35.56
+45.46
+56.96
+10
∠19
N 163,812.20
E 977,266.7
80C
100'
20'M
Restaurant
+13
+18
+06
+12
235'
1' Medi
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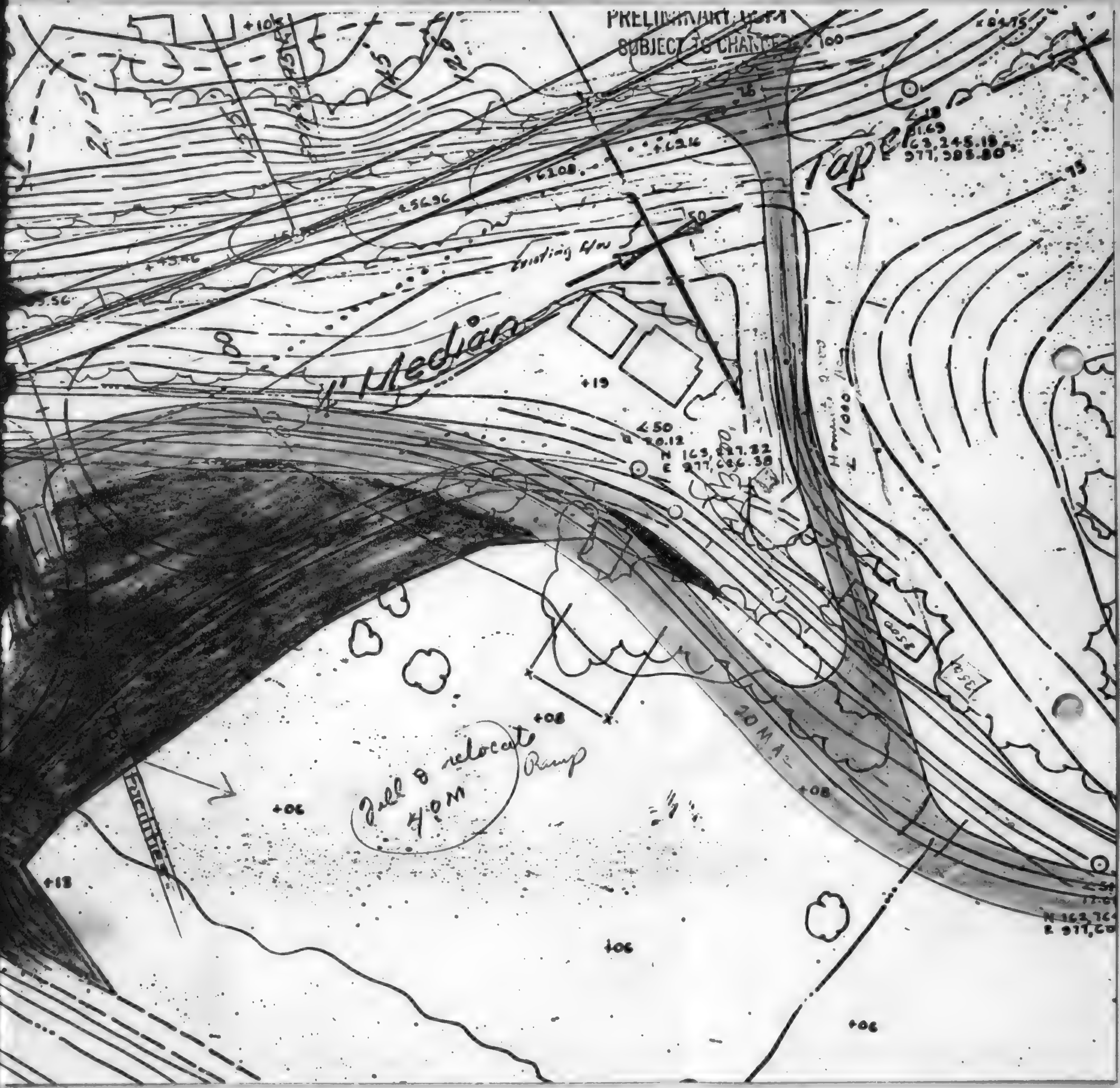
4'0M


PRELIMINARY
SUBJECT TO CHANGE
100
+64.75
Taper
+62.16
+62.08
+56.96
+45.46
50
existing c/w
Median
+19
∠50
N 163,127.22
E 977,666.38
∠18
N 163,245.18
E 977,383.80
75
+08
20 M.A.
Fill & relocate 4.O.M.
Ramp
+06
+08
+13
+06
+06
N 163,764
E 977,60

THE PORT OF BROOKINGS
BROOKINGS, OREGON

The Port of Brookings
P.O. Box 348
Brookings, Oregon 97415

January 10, 1967

NOTED
R. L. PORTER

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Porter

Dear Mr. Cooper;

I am writing you regarding the new proposed location of the Oregon Coast Highway at the South end of the Chetco River Bridge.

The new location that is being worked up in your Brookings Office will make it very difficult to develop the Port of Brookings as planned.

We have had a very dificult time securing this property for the development of the Port and this location will practically eliminate all of the parking, which is one of our greatest problems at this time. We want to work with your department in solving both your problem and the Port's problem.

We would like to have you or one of your representatives come down and see if we can work out a more satisfactory plan for the Port of Brookings and the highway.

Sincerely yours,
Karl Ostenberg
Karl Ostenberg, President
The Port of Brookings

KO:pe

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JAN 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 23 1966
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Salem, Oregon 97310
December 22, 1966

Brookings to Winchuck River
Section, Oregon Coast Highway

F. D. Morgan
Construction Engineer
BUILDING

As instructed, you have moved a crew into Brookings and will soon start on this location project. Please do it in two parts.

Part one would be the improvement of the facility between Brookings and Harbor, including a new four-lane structure across the Chetco River. Provisions should be made for hooking this section up in an adequate manner at both ends.

Part two would be for the relocation of this section between Harbor and the Winchuck River.

As far as it is practical, you should work them up in the order I have listed above.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

OCT 27 1966

FOR FILING

8-1111

7-510

Form CD-121 (11-63) (Prec. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: October 24, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project F 119( )
Brookings - Winchuck River Section
Oregon Coast Highway
Location Prospectus

Thank you for your letter of October 19, 1966.

In view of the excessive reconstruction cost estimated for retention of class "A(4)" standards, we concur in your decision to allow approximately 200 feet of 7 percent grade on the north side of the Chetco River and approximately 700 feet of 6 percent grade south of the river.

TED
B. KLABOE

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.
10-26-66

RECEIVED
OCT 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 20 1966

FOR FILING

8-1111
7510

October 19, 1966

1012

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Location Prospectus, FAP 119
Brookings-Winchuck River
Section, Oregon Coast Highway
Curry County

Dear Sir:

Reference is made to your memorandum 08-35-DB dated August 30, 1966, regarding deviation from State and AASHO standards for a Class "A(4)" highway on the above project.

The only deviation from the Class "A(4)" highway standards that is anticipated is in the grades. The substandard grades that have been proposed are approximately 200 feet of 7 percent on the north side of the Chetco River and approximately 700 feet of 6 percent south of the Chetco River. The existing grade north of the Chetco River is 200 feet of 7 percent. The existing grade south of the Chetco River is 1,700 feet of 6 percent. Connections to existing roads in the area can be made much easier if the existing grade is closely followed. Our proposed grade and alignment north of the Chetco River will make it possible to widen quite an area of the existing roadway to obtain the proposed four lanes.

An investigation has been made to obtain 5 percent grades. It is estimated to cost approximately $250,000 more than the originally proposed grade line. The split in cost is approximately $100,000 additional north of the Chetco River and approximately $150,000 south of the Chetco River. This additional cost is caused by increased earthwork, additional structure length, retaining walls and more right-of-way required.

Since the grades that are proposed are of short length and closely follow the existing grades, it is felt that the extra cost involved to construct the 5 percent grades would not be justified.

Mr. A. W. Parsons
Page two
October 19, 1966

In view of the above facts, we desire your favorable consideration of this deviation from standard grades.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. R. Chandler

DLT:rw arb

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klabo

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 30, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

SUBJECT: Location Prospectus, FAP 119
Brookings - Winchuck River Section
Oregon Coast Highway, Curry County

We note from the location prospectus on the above project that deviations from State and AASHO standards are anticipated. Since the route to be reconstructed is one of the most heavily traveled in Oregon, we believe that your standards applicable to a class A(4) highway should be retained.

May we have your comments on this matter?

9-1-66

REFERRED TO
Young - Barbee
BY ASST. STATE HWY. ENGR.

Barbee - pl. R/D answer.

Routing
Morgan
Docker
Bond
Barben
Walker
Glenn
Swan

RECEIVED
SEP [illegible] 1966
CONSTRUCTION
DIVISION

RECEIVED
AUG 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Commissioners
Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

RECEIVED
SEP 1 [illegible] 1966

8-1111
7510

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

September 1, 1966

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 6 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of August 24, 1966 which enclosed a prospectus for:

Brookings-Winchuck River Section, Oregon Coast Highway,
Curry County.

The only concern we have with proposed construction, is the crossing of the Chetco River. The Chetco has excellent runs of anadromous fish which must be given protection. Any work in the stream during construction should be completed by October 1, prior to the arrival of the first runs of fish. If any blasting in the stream is required, the regulations of the Oregon Fish Commission must be met.

We appreciate the opportunity to make recommendations for fish life protection on this project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

9-6-66 Copies sent:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
Bjm

RECEIVED
SEP 6 - 1966
FOR FILING

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klabo

8-1111

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : 7510 Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

DATE: August 30, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

SUBJECT: Location Prospectus, FAP 119
Brookings - Winchuck River Section
Oregon Coast Highway, Curry County

We note from the location prospectus on the above project that deviations from State and AASHO standards are anticipated. Since the route to be reconstructed is one of the most heavily traveled in Oregon, we believe that your standards applicable to a class A(4) highway should be retained.

May we have your comments on this matter?

9-1-66
REFERRED TO Young - Barbee
By Asst. State Hwy. Engr.
Barbee - pl. R/D answer.

RECEIVED
AUG 31 1966
OF
[illegible] TROLLER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 13 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

8-1111
7510

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

AUG 29 1966
RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
✓ Engineering 3
Water Res.
Info-Ed.
Surname

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Morelock
Litchfield
Olson

RECEIVED
SEP 8 1966
CONSTRUCTION
DIVISION

August 24, 1966

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed is the following prospectus for a location survey proposed by the Oregon State Highway Department:

Brookings-Winchuck River Section, Oregon Coast Highway, Curry County

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

RECE
SEP 8 196
OFFI
STATE HIGHW

-8-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
fp

Enc.

SNR 9-6-66

Dear Mr. Morgan, ✓

Fish passage must be provided on the Chetco River crossing.

The contractor should be aware of the hazards to fish life if petroleum products or foreign matter are deposited in the river.

BURT CARNEGIE
Hydro Engr.

RECEIVED
AUG 31 1966
FOR FILING
68-1111
7510

8-24-66

Prefix No. 8-1492

LOCATION PROSPECTUS
BROOKINGS-WINCHUCK RIVER SECTION
OREGON COAST HIGHWAY
CURRY COUNTY

NOTED
R. L PORTER

HIGHWAY:	Oregon Coast. State Primary No. 9, Federal-aid Primary No. 2.
TERMINI:	The northerly terminus is at M.P. 357.40, approximately 0.45 mile north of the Chetco River. The southerly terminus is at M.P. 361.80, approximately 1.21 miles northerly of the California State Line.
LENGTH:	The overall length is 4.4 miles.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading, paving and construction of a new structure over the Chetco River; 0.5 mile of the project is within the city limits of Brookings. The new alignment will generally follow the present alignment with minor adjustments of line and grade. Routine soils investigations and drainage studies will be made during the survey. An economic analysis is not needed at this time.
CHARACTERISTICS:	The 1965 ADT was 3,900; the projected 1985 ADT is 7,400.
STANDARDS:	Class "A(4)". Deviations from State and AASHO standards are anticipated. Maximum grade is anticipated to be 7 per cent.
TYPICAL SECTION:	Four 12-foot travel lanes with 10-foot shoulders and a variable median from 4 feet to 16 feet.
STRUCTURES:	A new structure across the Chetco River will be constructed. Horizontal clearance will be 72 feet. Justification for sidewalks will be determined during the survey.
ACCESS:	Limited to location.
BASE DESIGN:	4" A.C. 3" Plant-mix Bituminous Base 15" Crushed Base 22" Total
MATERIAL SOURCE:	State-owned or commercial. There is a State-owned quarry at M.P. 360.0.

NOTED
FORREST COOPER

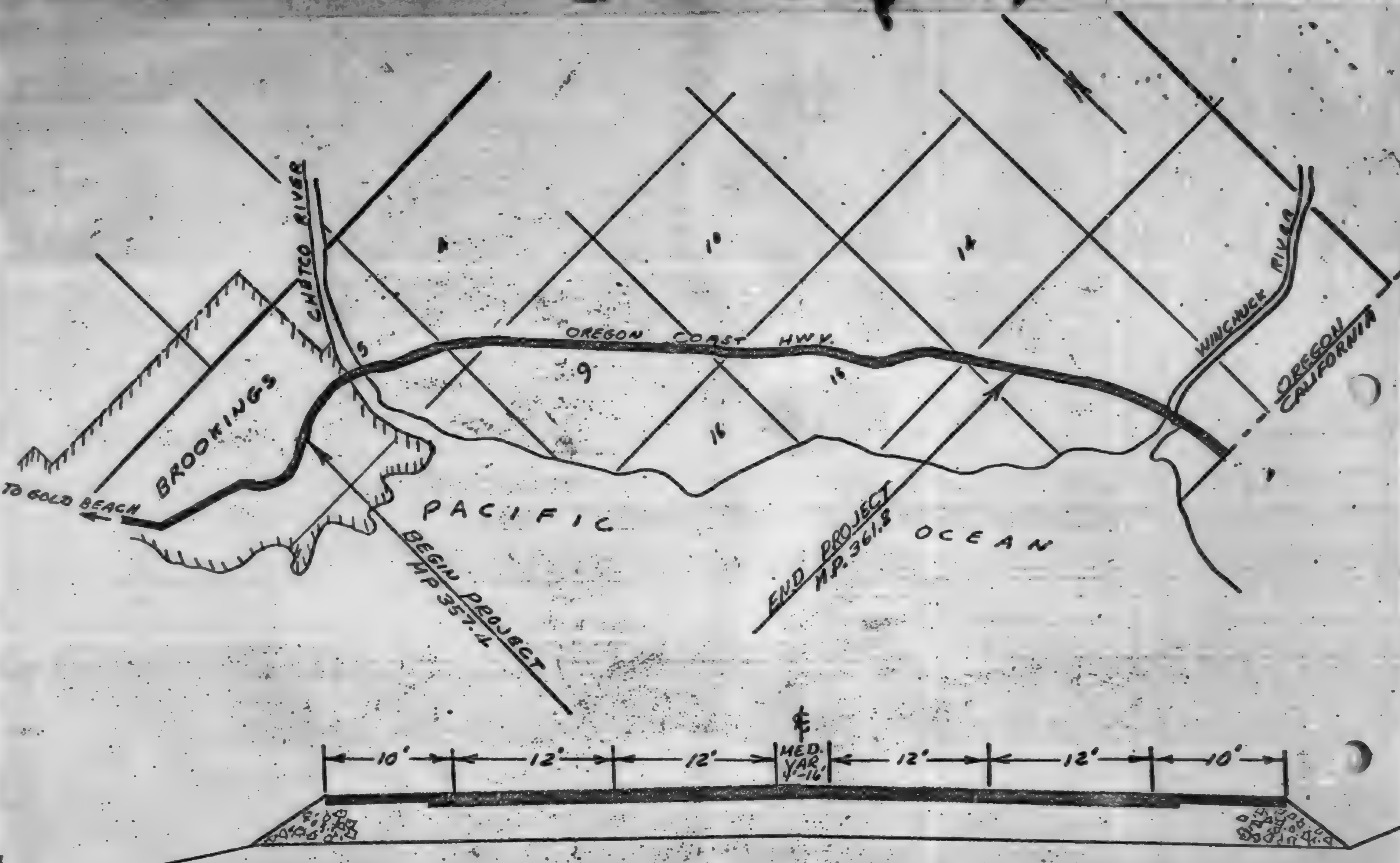
AGREEMENTS: Agreements with the City of Brookings will be necessary. An opportunity for a hearing will be held.

UTILITIES: Routine utility adjustments will be necessary.

ADDITIONAL FACILITIES: No parks, railroads or airports affected by this survey.

August 24, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
AUG 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER


TO GOLD BEACH
BROOKINGS
CHETCO RIVER
5
9
10
14
15
16
OREGON COAST HWY.
WINCHUCK RIVER
OREGON
CALIFORNIA
N
PACIFIC OCEAN
BEGIN PROJECT MP 357.4
END PROJECT M.P. 361.8
℄
10'
12'
12'
MED. VAR. 4'-16'
12'
12'
10'

TYPICAL SECTION

PROSPECTUS MAP
BROOKINGS - WINCHUCK RIV.
OREGON COAST HWY.
CURRY COUNTY
AUG 1966

8-3344 Harris Beach State Park, on the 1970
Oregon Coast Hwy. in Brookings
#7511 (Extension of overnight camp area)

RECEIVED
FEB 9 - 1972
FOR FILING

8-3344
7511

February 9, 1972

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On February 3, 1972, we wrote to you concerning release of final payment on Contract No. 7511 awarded to Mann Construction Co., Inc., for work in Harris Beach State Park on the Oregon Coast Highway in Curry County.

Final payment on this contract is $307.07 and the total contract amount is $166,052.66 including $102.80 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Mann Construction Co., Inc.
P. O. Box 995
Redmond, Oregon 97756

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
J. H. Versteeg

RECEIVED
FEB 3 - 1972
FOR FILING

8-3344
7511

February 3, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7511 awarded to Mann Construction Company, Inc., for an extension of an overnight camp area in Harris Beach State Park of the Oregon Coast Highway in Curry County was completed on June 4, 1971, and accepted by the Highway Commission on January 31, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 9, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

cc Mann Construction Company, Inc.
P. O. Box 593
Redmond, Oregon 97765

bc F. D. Morgan
Walt Hart
V. E. Skoog
Attn: John Herr
James Versteeg

RECEIVED
FEB 2 - 1972
FOR FILING

8-3344
7511

January 21, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed June 4, 1971 on Contract No. 7511. The contract was with Mann Construction Co., Inc. and was for extension of overnight camp area on the Harris Beach State Park Section in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 31, 1972, and that you concur in this procedure at the Commission meeting on February 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L Schroeder
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
V. E. Skoog
H. S. Cox
W. J. Hart
J. H. Versteeg

VG:alc

8-3344
7511

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Harris Beach State Park	WEEK ENDING: June 19, 1971
		SECTION PREFIX: 8-3344
	HIGHWAY:	COUNTY: Curry
NAME OF JOB: Harris Beach State Park	KIND OF WORK: Extension Overnight Camp Area.	
CONTRACTOR: Mann Construction Co., Inc.	CONTRACT NUMBER: 7511	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: December 10, 1970	DATE WORK STARTED: January 5, 1971	ESTIMATED COMPLETION DATE: June 4, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 183,082.19	SPECIFIED COMPLETION DATE: May 31, 1971	PERCENT OF TIME ELAPSED: 102.3
EXCLUSIVE OF ENGINEERING: $ 168,564.66	ENGINEERING AUTHORIZATION $ 14,517.53	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 168,385.59	ENGINEERING COST TO DATE $ 12,610.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.9
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.1 %	PERCENT OF AUTHORIZATION 86.9 %	DATE PROJECT WAS COMPLETED: June 4, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		3520 cy			1240 ton
TOTAL QUANTITIES CORRECTED TO DATE		3886			1438
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		3886			1438
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Utility Bldg.	Reg. Bldg.					
PERCENT	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				BEN GIFFORD

Routing

RECEIVED
JUN 21 1971
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

June 13, 1971 SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-Final was delivered to the Region Office Tuesday.

John Quiner II and John Hollingsworth held the final inspection Thursday. A few minor items, on tile work, were found. These were corrected Thursday P.M.

This is the final report.

SIGNED Vernon E. Shull LOCATION Brookings

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
DEC 14 1970

FOR FILING

2-3344
7511

December 11, 1970

[illegible] Construction Company, Inc.
P. O. Box 595
Redmond, Oregon 97756

Gentlemen:

Enclosed are three copies of Contract No. 7511 for $161,105.90 awarded to you by the State Highway Commission on December 10, 1970, for an extension of an overnight camp area in Harris Beach State Park of the Oregon Coast Highway in Curry County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

al
Enclosures

bc F. D. Morgan
I. D. Marchant
Vernon Shull
C. T. Kenney
David Talbot
William Geibel (SAIF)

15-3327 Valley of the Rogue State Park 1970
adjacent to the Pacific Hwy., SE of
#7512 Pendleton (Signing & illum.)

RECEIVED
AUG 24 1971

FOR FILING

15-3327

7512

August 23, 1971

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On August 13, 1971, we wrote to you concerning release of final payment on Contract No. 7512 awarded to Amaland Construction Company for an overnight camp extension in Valley of the Rogue State Park in Jackson County.

Final payment on this contract is $3,000 and the total contract amount is $119,780.42. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhm

cc
Amaland Construction Company
P. O. Box 437
Grants Pass, Oregon 97526

Frank Morgan
Ivan Merchant
V. E. Sheeg
Attn: John Kerr
C. T. Kenney

RECEIVED
AUG 16 1971
FOR FILING

15-3337
7512

August 13, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed June 16, 1971 on Contract No. 7512. The contract was with Ausland Construction Company and was for an overnight camp extension on the Valley of the Rogue State Park Section in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 13, 1971 and that you concur in this procedure at the Commission meeting on September 7, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
V. D. Wolfe
F. D. Morgan
I. D. Merchant
V. E. Skoog
L. H. Young
C. T. Keasey

VG:fw

RECEIVED
AUG 16 1971
FOR FILING

15-3327
7512

August 13, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7512 awarded to Ausland Construction Company for an overnight camp extension in Valley of the Rogue State Park in Jackson County was completed on June 16, 1971, and accepted by the Highway Commission on August 13, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 18, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ausland Construction Co.
P. O. Box 437
Grants Pass, Oregon 97526

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Kerr
C. T. Keasey

15-3327
7512

FORM E-1 (REV 10-69)
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Valley of the Rogue State Park
WEEK ENDING: July 3, 1971
SECTION PREFIX: 15-3327
HIGHWAY: - -
COUNTY: Jackson
NAME OF JOB: Valley of the Rogue State Park
KIND OF WORK: Overnight Camp Extension
CONTRACTOR: Ausland Construction Company
CONTRACT NUMBER: 7512
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 12-10-70
DATE WORK STARTED: 1-4-71
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN:
SUPERVISION:
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS:
WORK DAYS USED:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: 5-31-71
PERCENT OF TIME ELAPSED: 102
PROJECT AUTHORIZATION: $ 139,435.88
EXCLUSIVE OF ENGINEERING: $ 128,379.29
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 120,180.42
ESTIMATED PERCENT UNDERRUN: 6 %
ENGINEERING AUTHORIZATION: $ 11,056.59
ENGINEERING COST TO DATE: $ 10,585.00 ~~10,[illegible]~~
PERCENT OF AUTHORIZATION: 96 %
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
DATE PROJECT WAS COMPLETED: June 16, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	3,255			2,015
TOTAL QUANTITIES CORRECTED TO DATE	100%	3,598			1,835
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	3,598			1,835
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

RECEIVED
JUL [illegible] 1971
CONSTRUCTION DIVISION
Boehme
Johnsen
Stein

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed computations and summaries of semi-final estimate and submitted data to Region Office Thursday of this week.

Final Report

SIGNED A. L. LOCATION: Grants Pass, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
DEC 18 1970
FOR FILING

15-3327
7512

December 14, 1970

Ausland Construction Company
P. O. Box 437
Grants Pass, Oregon 97526

Gentlemen:

Enclosed are three copies of Contract No. 7512 for $122,751 awarded to you by the State Highway Commission on December 10, 1970, for an overnight camp extension in Valley of the Rogue State Park in Jackson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Marchant
A. L. Chapman
David Talbot
G. T. Kenney
William Geibel (SAIF)

I-80N-6(46) Emigrant Hill Truck Scale 1970
226 Site, Old Oregon Trail, SE of
#7513 Pendleton (Sign. & illum.)

7513

5

July 19, 1973

Mr. W. C. Nelson, Jr.
McGrath, North, Nelson, Dwyer & O'Leary
Attorneys at Law
1601 Woodmen Tower
Omaha, Nebraska 68102

Re: Contract Information on
Contracts No. 739975137337 and 7597

Dear Mr. Nelson

Pursuant to your request by your letter of July 10, 1973, please find enclosed certified copies from the various contracts relating to delays, etc., plus a memo from John Bond, Construction Administration Engineer, concerning delays on those four contracts.

If you desire any additional information, please do not hesitate to contact me.

The cost for the preparation of this material is $49.50 for the Xeroxing and certifications and $30.00 for administrative time spent in reviewing material and putting it together. The total bill, therefore, is $79.50 and the check should be made payable to the State Highway Division and mailed to my attention.

Sincerely

Jack L. Sollis
Assistant Attorney General

gb

Enclosures

FORM 2-30 (REV. 10-68)

RECEIVED
JUL 17 1973
LEGAL

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1973

SUBJECT:

To: Jack L. Sollis
Assistant Attorney General

NOTED
JACK L. SOLLIS

FROM: John A. Bond
Construction Administration Engineer

You requested some comments on the July 10 letter from an Omaha, Nebraska law firm concerning reasons for delays and time liquidated damages on four projects. It happens we have recently had telephone inquiry from the Platt Electric Supply Inc. in Portland concerning details of time liquidated damages and the requests for time extension on two of these projects.

1. Contract No. 7399, Quinton-Arlington, 18-day extension granted for rail strike leaving 30-1/2 days liquidated damages withheld at $300 per day. A copy of our letter recommending on this request is attached.

2. Contract No. 7513, Emigrant Hill, 114 days liquidated damages at $50 per day withheld. We can find no request for time extension from the contractor. No further action was ever taken.

3. Contract No. 7337, LaGrande Section, 158 days liquidated damages at $500 per day. The contractor made a request for time extension for reasons on which we found little validity. After meeting with the contractor to discuss the matter, he requested that he be given the opportunity to submit a new request. No further request has been forthcoming as yet. We still have this matter in bring-up situation. See my December 15, 1972 memorandum.

4. Contract No. 7597, West Linn Interchange, 34 days time extension was granted; 57 days liquidated damages still in effect at $100 per day. This time extension request was handled via the Bridge Section and further information should be available from them or from General Files.

As to the general question of our attempting to provide copies of material pertinent to the cause or causes for late completion of a project, it seems to me this would be a highly judgemental area. There is no one simple nice neat place to get this king of information. Weekly reports, diaries, change orders, the plans, the specifications (special and general), and correspondence which might be in Resident, Region or Salem offices could all be pertinent. I would not want to determine what is or is not pertinent to contract time in such a general way.

JAB:fw

Enc.

LAW OFFICES
McGRATH, NORTH, NELSON, DWYER & O'LEARY
1601 WOODMEN TOWER
OMAHA, NEBRASKA 68102
TELEPHONE 402 341-3070

RAYMOND E. McGRATH
JOHN E. NORTH
WINCEL C. NELSON, JR.
ROBERT V. DWYER, JR.
ARTHUR D. O'LEARY
DAVID B. ANDERSON
DENNIS E. MARTIN
DAVID L. HEFFLINGER
GREGORY H. SCHATZ
JEFFREY L. STOEHR

OF COUNSEL
RODNEY SHKOLNICK

NOTED
JACK L. SOLLIS

July 10, 1973

Mr. Jack L. Sollis
Room 408
State Highway Building
Salem, Oregon 97310

AIR MAIL SPECIAL DELIVERY

Dear Mr. Sollis:

This will confirm our recent telephone conversation regarding copies of logs for certain highway projects in the State of Oregon. We previously discussed ordering xeroxed copies of these logs based upon certain information I will set forth hereinafter; however, I would like to change that to certified copies, unless the cost increases substantially. In which case, I would like to have you call me collect in connection with the charge. In the event that the additional charge for certification is under $10.00, please do not call.

Our client is a manufacturer of lighting standards and in the cases mentioned in this letter, we're interested in any and all factors revealed by the logs which show any and all causes for delay in the completion of the job. As I mentioned to you, we are interested in determining the proximate cause or causes involved in the assessment of any liquidated damages. The specific references and information we are interested in therefore is any reference in the logs to the reasons for delays by the contractors such as strikes, weather, extensions of time to other suppliers and/or contractors, failure of material suppliers to get material to the site or otherwise supply it, or failure of any contractor to complete any part of the job on time or in time.

The projects we are interested in are as follows:

1. Quinton/Arlington - Contract No. 7399 - the period of time: August 1, 1970 to acceptance of project.

2. Emmigrant Hill Scale House - Contract No. 7513 - the period of time: January 1, 1971 to acceptance of project.

3. LaGrande Section - Old Oregon Trail Highway - Contract No. 7337 - time period: January 1, 1971 to acceptance of project.

4. West Linn Interchange East Portland Freeway - Contract No. 7597 - time period: June 1, 1971 to acceptance of project.

I would appreciate your early attention to this matter. Please send me a statement for costs incurred.

Very truly yours,

Bud

W. C. Nelson, Jr.

WCN jr/dm
Cc: Mr. Paul Lienemann
Mr. F. W. Stevens
Mr. Hal Smith

[illegible] - 1972

STATE COPY

OSHD (AE Johnson)
Region
Wash DC
Area Engr Nichols

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

12-21-72

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ab

REGION NO. 7513 10	REPORT NO. 4	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT 12-21-72	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. I-80N-6(46)226
COMPLETION DATE 4-10-72	ACCEPTANCE DATE BY CONTRACT AGENCY 7-27-72	TIME ELAPSED 163.3 %	CONTRACT TIME 180 calendar days
APPROVED EXTENSIONS None	LOCATION Two miles east of Emigrant Hill Interchange and approximately 16 miles east of Pendleton, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
A. E. JOHNSON
JAN 04 1973
COPY SENT
REGIONAL OFFICE

cy Const
Bridge
[illegible]
1-5-73

EMIGRANT HILL SCALE SITE
OLD OREGON TRAIL HIGHWAY
Signing and Illumination

The work completed under this contract included the signing and illumination for a truck scale site. The grading and paving was performed under a previous contract.

The project was completed in substantial conformance with the approved plans and specifications on April 10, 1972 at which time 294 calendar days had elapsed. The contract time was 180 calendar days. The contractor will be assessed liquidated damages accordingly.

The final cost of the original contract items was $34,036.45 an overrun of .2%. The total cost of the project including engineering and contingencies was $34,436.74 an underrun of 11.1%. The Resident Engineer has satisfactorily explained all overruns and underrruns.

Final inspection was made on June 13, 1972 and acceptance of this project is recommended. All of the required supporting documents have been submitted.

RECEIVED
STATE HWY ENGR
JAN 5 73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

F. B. [illegible]

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE /s/ P. E. O'Neil, Asst Area Engineer		SIGNATURE G. L. Green G. L. Green	
TITLE for R. A. Nichols, Area Engineer	DATE 12-21-72	TITLE Division Engineer	DATE 1-2-73

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
AUG 17 1972
FOR FILING

7513

S

August 15, 1972

St. Paul Fire and Marine Insurance Co.
1900 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On July 31, 1972, we wrote to you concerning release of final payment on Contract No. 7513 awarded to Stillwell Construction Company for work on the Emigrant Hill Truck Scale Site Section of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $2,378.14 and the total contract amount is $29,587.85 including $643.90 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hm

cc Stillwell Construction Co.
P. O. Box 146
Bellevue, Washington 98009

C. T. Massey
Walt Hart
V. E. Skoog
Attn: John Herr
W. E. Schwartz

RECEIVED
AUG 1 - 1972
FOR FILING

5

7513

July 31, 1972

St. Paul Fire & Marine Ins. Company
Portland Office
1300 N.E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7513 awarded to Stillwell Construction Company for signing and illumination at Emigrant Hill Truck Scale Site on the Old Oregon Trail in Umatilla County was completed on April 10, 1972 and accepted by the Highway Commission on July 27, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 5, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dw

cc Stillwell Construction Co.
P. O. Box 186
Bellevue, Washington 98009

bc C. T. Emery
Walt Hart
V. E. Shoog
Attn: John Herr
Wendell Schwartz

7513

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Emigrant Hill Truck Sca Site	WEEK ENDING: June 3, 1972
		SECTION PREFIX 630-1014
	HIGHWAY Old Oregon Trail	COUNTY Umatilla
NAME OF JOB Emigrant Hill Truck Scale Site	KIND OF WORK Signing & Illumination	
CONTRACTOR Stillwell Construction Co.	CONTRACT NUMBER 7513	FEDERAL AID PROJECT NUMBER I-80N-6(46)226
DATE OF CONTRACT December 10, 1970	DATE WORK STARTED	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 180	WORK DAYS USED CALENDAR DAYS USED 294
PROJECT AUTHORIZATION: $ 47,761.09	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 163
EXCLUSIVE OF ENGINEERING: $ 43,589.82	ENGINEERING AUTHORIZATION $ 4,171.27	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ "	This Week 0.00 ENGINEERING COST TO DATE $ 4,338.66	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 104 %	DATE PROJECT WAS COMPLETED: April 10, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28				
MONDAY 29	Clear			
TUESDAY 30	Clear			
WEDNESDAY 31	Clear			
THURSDAY 1	Clear			
FRIDAY 2	Clear			
SATURDAY 3				

RECEIVED
JUN 5 1972
CONSTRUCTION SECTION
Johnson
Pease
Glenn
Litchfield
Berg

GENERAL SCRIPTION OF ACTIVITIES FOR E WEEK

SUNDAY 28	No Activity
29 MONDAY	No Activity
30 TUESDAY	Secured flex-conduit with stainless steel strapping for "OPEN" sign.
31 WEDNESDAY	No Activity rest of week.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

JOB STATUS: Project is virtually complete, except for grounding of the Illumination poles.

NEXT WEEK: Contractor will ground Illumination poles. Semi-Final will be submitted when contractor completes all work, approx. June 9, 1972.

3

SIGNED Norman L. Oliva LOCATION Pendleton
Norman L. Oliva Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F218

Form E-300-6M

STATE COPY G-18

I-80N-6(46)226
7513

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required. 8-30-71
BY
TITLE Dist. Engineer
DATE 9-10-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Emigrant Hill Truck Scale Site ✓
Date August 10, 19
Highway Old Oregon Trail ✓
Contract No. 7513 ✓
County Umatilla ✓
Prefix 630-1014 ✓
Contractor Stillwell Construction Co. ✓
F. A. Project No. I-80N-6(46)226 ✓
Address P. O. Box 186, Bellevue, Washington 98009 ✓
Order No. 02 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct rock retaining walls.

To Construction 9-15-71

Location by station numbers:

Illumination poles 4, 5, 6, 7, 8 and cantilever sign No. 1.

Estimate of quantities and cost:

Equipment-	$145.00
Labor-	335.00
Material-	20.00
Total -	$500.00 ✓

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Construct rock retaining walls to a minimum height of 3 feet above the bottom of ditch line to eliminate a possible road hazard due to rock excavation for sign and pole footings.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $ 47,761.09

Present estimate of project cost, including $ 500.00 ✓ for work under this order $ "

Expected under-run over-run amount . . . . . . $ 0

Expected under-run over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by H. N. Van Cleave, Resident Engineer

Approval Recommended: Alfred A. Ross, Construction Engineer or Bridge Engineer

Approval Recommended: Regional Bridge. ~~Division~~ Engineer

Approved: Morgan, ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ ~~Office Engineer.~~

SP*23277-734

RECEIVED
JUL 9 1971
FOR FILING

I-80N-6(46)226

7513

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

c

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 2, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Project I-80N-6(46)226
Emigrant Hill Scale Site
Old Oregon Highway
Contract No. 7513

NOTED
A. E. JOHNSON

PROGRESS OF WORK

Our area engineer's inspection report No. 1 indicates the progress of work is unsatisfactory. If you have not already done so, it is suggested that the contractor be notified of the impending liquidated damages.

7-9-71
Orig to Merchant
"Take appropriate action"
U.E.J.
by Morgan —

RECEIVED
JUL 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 13 1971
FOR FILING

I-80N-1(46) 2-6
7513

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1971

To:
Mr. R. L Schroeder
Mr. L. W. Rulien
Mr. H. S. Coulter

SUBJECT:
ASTM A354 Grade BD Anchor
Bolts, 1½" diam. Contracts
7312, 7389, 7337 & 7513

Since March 23, 1971 we have been involved in continuing testing with Schmitt Steel on 1½" diameter bolts fabricated from heat 99L035 of U.S. Steel Corporation type 4140 steel. This is a heat-treatable steel and, by proper quenching and tempering, is supposed to be capable of developing the properties of ASTM A354 Grade BD bolts. The specification does not call for any specific type of steel, it being left to the manufacturer to use a type which can be treated to provide the required properties.

The first bolts sampled (for SC7312 and 7389) were accompanied by test reports from Schmitt Steel showing minimum Brinell hardness of 302 and no tensile properties. Our laboratory confirmed the hardness but failed the bolts because of low tensile strength (lab reports 959649 and 959650).

The bolts were reheat treated and tensile coupons were tested at Northwest Testing Laboratory at the manufacturer's expense. These coupons failed the hardness requirement, as determined by this laboratory, though the manufacturer claimed acceptable hardness. The coupons also failed the tensile test. (These tests were reported on Lab . Nos. 961208 through 961211).

The manufacturer elected to again heat treat the bolts and test at his expense. Full size bars were pulled at Northwest Testing Laboratory and witnessed by one of our inspectors. For some reason, actual bar cross section areas were not determined so the testing company reported the tensile strength based on nominal bar area. For the bar representing Fentron stock (used on Sc 7337, 7389 and 7513) the reported tensile strength was only 500 psi over the minimum required.

Because of the method of determination, we could not accept this result. However, I understand two lots of bolts were shipped on the strength of the Northwest report.

Subsequently, this laboratory obtained one of the 12 bolts which had not yet been shipped. A tensile test of this bolt, reported on Lab. No. 962170 attached, showed that the bolt failed to meet the required tensile strength by 10,000 psi. Schmitt Steel also had one of the

12 bolts tested by Pittsburgh Testing Laboratory on May 4 and found the tensile strength 5,400 psi low.

Since the two lots of 12 bolts each which were shipped are no doubt cast in concrete, acceptance on penalty would seem to be the most logical solution, since they are not greatly out of specification.

Meanwhile a coupon representing the four bolts going to Contract No. 7312 had also been tested without measuring the initial area. This coupon, however, had more than adequate strength, even based on the nominal area, and these bolts have been accepted on Lab. No. 964106.

The manufacturer advises that on future ASTM A354 Grade BD bolts they will use a type of steel with better heat treating properties.

John Jenkins

John C. Jenkins
Engineer of Materials & Research

JCJ:bm
Attach.
cc: A. E. Johnson
E. J. Rief

RECEIVED
MAY 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

14

Form [illegible] 5M-1-65

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

ANCHOR BOLTS

Laboratory No. 962170
Data Sheet No. A41985
Prefix 7517
Amount charge -
Dept. invoice No.
Date received April 20, 1971
Date reported May 4, 1971

Project Fentron Ind. Stock
Highway
Contractor
No.
Submitted by Ed J. Rief
Source of material Schmitt Steel, Inc.
Sampled or inspected at
To be used Sign post anchors
Sampled or inspected by L. O. Miller
Quantity represented 36 each

ASTM A354, Grade BD Heat 99L035
$1\frac{1}{8}$" x 3' 6" Threaded rod

Tests performed by Northwest Testing Laboratories:

Yield strength, lbs. = 230,000 = 130,165 psi *
Tensile strength, lbs. = 266,000 = 150,535 psi *
Reduction in area, % = 49.6 *
Hardness, B.H.N. = 350

* Based on nominal area: actual area not measured.

Tests performed by OSHD Materials Lab.:

Hardness, Rockwell = C$28\frac{1}{2}$
Hardness, Brinell 3000 kg = 293

Tests made at $\frac{1}{4}$ diameter point on cross section from tensile specimen in grip area.
(Referee Test)

Tests on finished bolt:

Hardness = BHN & Rockwell C30
Yield str., psi (0.2% offset) = 121,900
Tensile strength, psi = 140,100
Elongation in 2", % = 41.5
Reduction in area, % = 59.1

Also rejected on Lab. No's. 959649, 959650, 961208, 961209, 961210, 961211.

REPORT TO:

0 Bureau of Public Roads
0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
0 Division Engineer
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X Rief
X Schmitt Steel

RECOMMENDATION:

Material as represented by this sample ~~does~~, does not comply with specifications on basis of referee hardness test and tensile test performed by OSHD.

John C. Jenkins

RECEIVED
APR 9 - 1971
FOR FILING

I-80N-6(46)226
7513

April 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 200
Salem, Oregon 97308

~~Contract 7513~~
Prefix 630-1014
FAP I-80N-6(46)226

Dear Sir:

The work under Contract No. 7513, Emigrant Hill Truck Scale Site Section of the Old Oregon Trail Highway in Umatilla County, was started on February 11, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By F D Morgan
F. D. Morgan
Construction Engineer

VG:fw

M

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

C

MONTHLY TRANSACTION NO. 12-59	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-17-70	COUNTY Umatilla PROJECT I-80N-6(46)225

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 13.3 mi. S.E. of E. Pendleton Interchange
Emigrant Hill Scale Site (Westbound)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-10-70	0.00
OTHER (Specify)		

92.26%

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 38,734.00	$ 35,735.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By F. Klaboe
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
By Greene
For: R. D. Simpson (Division Engineer)
Date executed by Division Engineer DEC 17 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds.

(b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. I-80N-6(46)226

EMIGRANT HILL SCALE SITE

OLD OREGON TRAIL HIGHWAY, UMATILLA COUNTY

Salem, Oregon, December 15, 1970

Project Agreement Estimate.

Type Code Y002
Signing and Illumination (Sta. 989+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Painted Wood Sign Posts	All Required		230.00
Sign Support Footings	All Required		1,450.00
Breakaway Sign Posts	All Required		3,200.00
Cantilever Sign Structure	All Required		5,050.00
Sign Illumination Equipment	All Required		570.00
Type A Signs in Place	373 sq.ft.	6.50	2,424.50
Type C & D Signs in Place	51 sq.ft.	4.50	229.50
Type E Signs in Place	17.5 sq.ft.	4.50	78.75
Neon "OPEN" Sign for Weigh Station	1 only	900.00	900.00
Thermoplastic Pavement Arrow	1 only	100.00	100.00
			$15,232.75

Type Code Y030

Scale Site Illumination Installation, Complete	All Required	$18,780.00
		$34,012.75
Flagging (60% of Contractor's Cost)	All Required	1,200.00
	Subtotal	$35,212.75
	10% Engr. & Cont.	3,521.25
	Total	$38,734.00

Length of Project - - - 0.00 Mile

Federal Funds -	$35,735.00
State Funds -	2,999.00
Total	$38,734.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1-100%

Contract No. 7513

Prefix 630-1014

EMIGRANT HILL TRUCK SCALE SITE

Nonparticipating - State Work

Install Truck Scale Mechanism (S.F.)	All Required	$ 3,500.00
Truck Scale House (S.F.)	All Required	3,000.00
		$ 6,500.00

RECEIVED
DEC 16 1970

I-80N-6(46)226
7513

December 15, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of December 7, 1970, is requested in the award of contract for the Emigrant Hill Truck Scale Site Section, Project No. I-80N-6(46)226.

The contractor receiving the award is Stillwell Construction Co., in the amount of $34,012.75, with Contract No. 7513 assigned. This bid was received on December 3, 1970, and awarded December 10, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

DAR:ia

By RNC

for L. H. Young
Program and Planning Engineer

FHWA Endorsement

Date_______________________

I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
DEC 14 1970

I-80N-6(46)226
7513

December 11, 1970

Stillwell Construction Company
P. O. Box 136
Bellevue, Washington 98009

Gentlemen:

Enclosed are three copies of Contract No. 7513 for $34,012.75 awarded to you by the State Highway Commission on December 10, 1970, for signing and illumination on the Emigrant Hill Truck Scale Site Section of the Old Oregon Trail in Umatilla County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 23, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

el
Enclosures

bc F. D. Morgan
I. D. Merchant
H. B. Van Cleave
H. S. Coulter
William Geibel (SAIF)

FORM PR-1240
(Rev. 6-68)

NOV 24 1970

~~FOR FILING~~

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 1-80N-6(46)226

STATE PROJECT NO.: EMIGRANT HILL TRUCK SCALE SITE

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME UMATILLA
	ITEM NO. 1-631	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

11-19-70

I-80N-6(46)226
7513

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young w/enc.
11-24-70

DATE PS&E APPROVED 11-10-70	DATE AUTHORIZATION EFFECTIVE 11-10-70	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER STATE ROUTE #6

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $1,200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $1,200.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 9, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
F. D. KLABOE

RECEIVED
NOV 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 11-19-70	SIGNATURE OF APPROVING OFFICIAL R. E. Simpson	TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
NOV 17 1970

I-80N-6(46)226
7513

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1970

NOTED
A. E. JOHNSON

SUBJECT: Utility Status Report for December 3, 1970 Letting

To: Mr. L. H. Young
Program & Planning Engineer
BUILDING

The status of negotiations with utilities on FAI and Topics project for the above letting is as follows:

1. TUALATIN RIVER - PACIFIC HIGHWAY SECTION
Project No I-205-7(15)290 Roadside Improvement

No utilities in conflict.

2. EMIGRANT HILL SCALE SITE
Project NO. I-80N-6(46)226 Sign & Illum.

No utilities in conflict.

3. N. POWDER - POWDER RIVER SECTION
Project No. I-80N-7(32)284 Grade, Pave & Strs.

California-Pacific Utilities Company - Cal-Pac had power distribution facilities in conflict with the subject project. An estimate and sketch has been received and approved. Federal-aid participation was requested and approved by the FHWA on September 28, 1970 for the estimated reimbursable cost of $6,654.32. The utility was instructed to proceed with the adjustment on September 30, 1970 and is now working. It is estimated that the work will be completed by December 31, 1970.

Pacific Northwest Bell Telephone Company - PNB had both toll line and distribution facilities in conflict with the subject project. Estimates and sketches have been received and approved for both toll and distribution adjustments. Federal-aid was requested & approved by the FHWA on September 3, 1970 for an estimated reimbursable cost of $13,224 for distribution and $7,232 for toll line adjustments. PNB was instructed to proceed with their work on September 4, 1970 and is now working. It is estimated that the work will be completed by December 15, 1970.

Jacobson Irrigation Ditch - the crossing of the proposed project over two branches of Jacobson Ditch necessitates installation of a 48" arch type irrigation pipe, a 24" irrigation pipe and 660' of irrigation ditch, which will be done as part of the State's contract. An agreement between the State and the Joint Owners of the ditch was executed on November 18, 1969.

Sanders Irrigation Ditch - the crossing of the proposed project over Sanders Ditch necessitates the installation of a 42" siphon and construction of 2,000 feet of irrigation ditch, which will be done as part of the State's contract. An agreement between the State and the Joint Owners of the ditch was executed on September 30, 1970.

Union Pacific Railroad - the railroad has submitted the agreement which is now being reviewed by the FHWA and State. They have requested authorization to proceed with the temporary signal and communication line adjustment, and this request is now being reviewed by the FHWA. The estimated cost of work to be performed by railroad forces is $37,095 for the adjustment of their facilities and $28,000 for protective work. No delay is anticipated.

4. BRYANT ROAD-STATE STREET (LAKE OSWEGO) SECTION, BOONES FERRY ROAD, COUNTRY CLUB ROAD & "A" AVENUE
Project No. T-5025(3) Signals

In accordance with the provisions of an agreement between the State and the City of Lake Oswego, dated October 6, 1970, any required utility adjustments will be handled by the City of Lake Oswego.

5. N.W. CIRCLE BOULEVARD-N.W. SPRUCE AVENUE SECTION, N.W. 9TH STREET (Corvallis)
Project No. T-5007(3) Grade, Pave & Signals

In accordance with the provisions of an agreement between the State and the City of Corvallis, dated June 1, 1970, any required utility adjustments will be handled by the City of Corvallis.

6. S. WEST LINN INTERCHANGE-TUALATIN RIVER SECTION
Project No. I-205-7(16)294 Roadside Improvement

No utilities in conflict.

I certify to the best of my knowledge the above statements are correct in regard to utility negotiations for the projects scheduled for letting on December 3, 1970.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad & Utility Engineer

JMC:dl
cc: A. E. Johnson
Frank Hall
V. E. Skoog
D. H. Moehring
C. G. Swenson
L. H. Young (10)

TRANSACTION NUMBERS 11-19 AND 11-20

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 11-4-70
BY (Signature) MR. YOUNG'S OCTOBER 26, 1970 LETTER.	
TITLE PROGRAM AND PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 630 THRU 631

OTHER IDENTIFICATION AND/OR REMARKS (State)

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
630	I-80N-7(32)284	4.70	5,400,000	4,982,000	NORTH POWDER - POWDER RIVER SECTION	GRADE, DRAIN HIGH TYPE PAVEMENT, STRUCTURES FRONTAGE ROAD AND ILLUMINATION
631	I-80N-6(46)226	0.00	38,500	35,500	EMIGRANT HILL SCALE SITE (WEST BOUND)	SIGNING AND ILLUMINATION

Young
11-10-70

RECEIVED
NOV 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

11-4-70

REMARKS (Division)

226

ON ITEM 630, PROJECT I-80N-7(32)284, WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO REQUIRE THE MANDITORY USE OF THE STATE OWNED MATERIAL SOURCE DESCRIBED ON THE BACK OF THE PR-1 AS ALLOWED UNDER PARAGRAPH 14A OF PPM 21-6.3.

NOV 18 1970

I-80N-6(46)

7513

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 11-4-70	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	FEDERAL-AID PR
DATE SUBMITTED TO W.O.	10-26-70	(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N 13.3 mi. S.E. of E. Pendleton Intchge 21 65	**ADT**	PRESENT 3,400	FUTURE 5,800 (68) (70)	YEAR 90 (71) (7

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Signing & Illumination 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74) (7

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Umat	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-80N

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
5										
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-80N 13.3 mi. S.E. of E. Pendleton Intchge.			
5					**ROW**		[Emigrant Hill Scale Site (Westbound)]			
5					**CONST** (CODE)			0.00	38,500	35,500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	38,500	35,500
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

70

Intchge 65	ADT	PRESENT 3,400	FUTURE 5,800 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 631 (14) (16)

V AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 80-6 7	SEQ. NO. (46) 13	I. Projects Only POST MI. DESIG. 226 N (24) (26) 27

COUNTY NAME Umatilla CODE 059 (14) (16)

ROUTE NO. I FEDERAL-AID I-80N (32) STATE 6 (36) (37) U.S. I-80N (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

	ESTIMATED PROJECT COST BY PHASES				
MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Installation of signing & illumination at the westbound scale site.
0.00	38,500	35,500	3,000		R/W 320' min., access control - full. Parking restriction-complete.
0.00	38,500	35,500	3,000		
	(16) (23)	(24) (33)			

REMARKS

Additional Data: Items 291, 478 & 599 Project Nos. I-80N-6(23)211, I-80N-6(30)213 & I-80N-6(43)213.

(over)

USCOMM DUSCOMM-DC 48905-P61

EMIGRANT HILL SCALE SITE

Remarks continued -

This project consists of signing and illumination of the scale site previously constructed under Project No. I-80N-6(43)213, West Unit, Pendleton-Emigrant Hill Section.

The Federal Highway Administration, in their memorandum of May 4, 1970, agreed that the signing and illumination of this scale site does not need further design approval, that the requirements of PPM 20-8 and IM 50-1-70 have been completed and that no further hearings or clearinghouse reviews are needed because this is merely completion of previously approved work.

Type Code Y002	$17,500
Type Code Y030	$21,000

RECEI
MAY 7 - 1970
FOR

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: May 4, 1970

In reply refer to: 08-35-EC

I-80N-6(46)226
-7513

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klabor

SUBJECT: Oregon Project I-80N-6(-)226
Emigrant Hill Scale Site
Design Approval of Illumination and Signing

After considering the information furnished in Mr. Young's April 13, 1970 letter on the above subject it is agreed that the signing and illumination of this scale site is merely the completion of previously approved work and does not require further design approval. This also applies to other requirements of PPM 20-8 and IM 50-1-70. No further hearings or clearinghouse reviews are needed.

5-6-70
REFERRED TO
Young
By Asst. State Hwy. Engr

NOTED
F. B. KLA

RECEIVED
MAY 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 6 1970
FOR FILING

I-80N-6(46)226

7513

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE March 31, 1970

In reply refer to: 08-35-EC/724.8

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon State Clearinghouse Review

Upon reviewing the information furnished in Mr. Ellison's March 5 letter it is agreed that the following four projects are exempt from State clearinghouse review under Paragraph 2b of IM 50-1-70:

1. Oregon Project I-80N-7(22)284
   North Powder-South Baker Interchange Section
2. Oregon Project I-80N-7(14)327
   Bubbs Ranch-Weatherby Section
3. Oregon Project I-5-6(56)307
   Denver Avenue Interchange-Columbia Slough Section
4. Oregon Project I-80N-6(30)213
   Emigrant Hill Truck Scale Site

This agreement is with the understanding that the third project listed above does not include any of the proposed work actually within the Denver-Swift Interchange.

4-6-70

REFERRED TO
Young

RECEIVED
APR 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-80N-7(32) North Powder-Powder River 1970
284 Sec., of Old Oregon Trail
#7514 (Grad., pav., struct. & sign.)[redacted]

CtA 3966
C9A 4089
RR 709

#7514

1859

OREGON STATE
HIGHWAY DIVISION
MATERIALS SECTION
SALEM, OREGON 97310

NOTED
H. S. COULTER

August 13, 1974

RECEIVED
AUG 14 1974
Office of
Assistant State Highway Engineer

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

Thank you for reminding me of our guardrail post problem by your telephone call of the 12th.

Part of the reason for my delay in responding to your letter of May 20 was lack of a suitable solution to the field portion of the problem. The rest of the delay was the result of being very busy with other problems.

As I indicated on the 12th, the Materials Laboratory had previously (November 22, 1972) accepted the responsibility for the cost of sorting and cleaning of acceptable posts returned to your yard with "Reject" markings. These markings prevented their sale to other buyers. However, at the time we agreed to paying this cost, there had been no discussion of the State having an obligation with respect to field charges. Had the field charges been brought up at that time through the prime contractors, more might have been accomplished toward the resolution of that part of the problem.

In my letter of November 22, 1972 I had stated that the posts and blocks should be separated into three piles: pile 1 fully conforming with the specifications, pile 2 conforming with the requirements of a price agreement, and pile 3 not meeting specifications. The State would pay the handling and cleaning costs of piles 1 and 2; Niedermeyer-Martin would pay the handling and cleaning costs of pile 3. No objection to this arrangement, arrived at by discussion with Messrs A. E. Johnson and C. T. Keasey, was raised by Niedermeyer-Martin. Subsequently, General Testing & Inspection Agency, Inc., in their memo of January 26, 1973 stated that 584 of 816 posts, or 71.56%, fully conformed with the specifications and 294 of 341 blocks, or 86.22%, also conformed with the specifications. You calculated a weighted average of 75.88% of posts and blocks as meeting the specifications. (There was no "pile 2" since no price agreement was entered into.) The total cost of sorting and cleaning, labor and equipment, was $762.50 (adjusted from $900). Under the terms of my November 22, 1972 letter, the Materials Lab is responsible for 75.88% or $578.58 of this cost.

I realize that your company incurred some cost in removing "Reject" markings from posts and blocks which did not meet specifications in order to make them more salable to other purchasers. Under the terms of my November 22 letter the costs of handling and cleaning these items was to be borne by your company.

Our purchase order for $578.58 is enclosed.

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. J. Rief

Niedermeyer
Martin

May 20, 1974.

Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

RECEIVED
MAY 21 1974
MATERIALS DIVISION
OFFICE

Attention: Mr. John C. Jenkins,
Engineer of Materials.

Reference: Your letters of 2/11/74 and 5/15/74.

Dear Mr. Jenkins:

Please excuse the long delay in answering your letter of 2/11/74. I have been in a quandary for sometime as to what action to take concerning this most unfortunate situation, and have been unable to reach a viable solution.

The summation of responses listed in your letter of 2/11/74 do not show clear thinking on the part of your field personnel and also point out the problems regarding field inspection. I could go into a long dissertation refuting each of the responses of the field personnel, but at this time I do not think it would be wise.

The unrefutable facts concerning the rejected posts and blocks on Contract Nos. 7395, 7514 and 7539 are as follows:

1. 816 posts and 341 blocks were rejected in the field and returned to Pacific Wood Treating Corporation.
2. Certain costs (unverifiable by your personnel at this time) were incurred in the field in handling the rejected posts and blocks.
3. The rejected posts and blocks were reinspected by your personnel at Pacific Wood Treating Corporation, Ridgefield, Washington. The results of that inspection were summarized in General Testing & Inspection Agency, Inc. letter of 1/26/73. 75.88% of the posts and blocks rejected by your field personnel did conform to the specifications in existence at the time of their rejection.
4. The men from Pacific Wood Treating Corporation handled and cleaned the reject marks from the posts and blocks

Continued on Page #2.

RECEIVED
AUG 15 1974
Office of
Assistant State Highway Engineer

Niedermeyer-Martin Co. 1727 N.E. 11th Ave. Portland, Oregon 97212 503/287-2411 Telex 36-0617 Cable/Niedo

3 men at 16 man hours each = 48 hours @ $12.50 per hour	$600.00
1 Forklift operator 6-1/2 hours @ $25.00 per hour	162.50
	$762.50

Our Invoice No. 58485-RG-58 dated 7/13/73 corrected by our letter of 1/30/74 to read $2,279.61 can be broken into two distinct parts:

Part 1 - Jobsite Handling of rejected posts and blocks.	$1,517.11
Part 2 - Reinspection, handling and cleaning . .	762.50
	$2,279.61

By your letter of 2/11/74 you have agreed with Part 2 and made no allowance at all for Part 1. This is an illogical and unjustifiable position. Although at this late date there is no physical way to verify the time spent at each project to handle the rejected posts and blocks; obviously there was substantial time spent in unloading, spreading along the highway grade, and reloading of the posts and blocks incorrectly rejected by your field personnel. Of the material rejected by your personnel, we wish to emphasize that over 75% was in exact accordance with the specifications in existence at the time they were rejected.

In my letter of July 13, 1973, I asked you to note that we did not include in our invoice to the State of Oregon any additional trucking charges. As we had to freight the rejected material from three different geographical locations back to our plant and replace it, the additional trucking cost was substantial. We have only submitted an invoice to the State of Oregon for the man hours back-charged to us by the subcontractors and for our time in proving that the State of Oregon was wrong in making such a substantial rejection in the field.

We ask that the State of Oregon re-evaluate its unfair position and promptly remit full payment of our Invoice No. 58485 in the amount of $2,279.61.

Cordially,
NIEDERMEYER-MARTIN CO.,

By
Robert Gilsdorf,
Sales - Special Products.

RG/slp

OREGON STATE
HIGHWAY DIVISION

May 15, 1974

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

On February 11, 1974, I wrote you concerning alleged extra costs for handling, cleaning and inspection of guardrail on several Oregon highway contracts. In this letter I stated that our field personnel had disclaimed responsibility for rejections which may have occurred on the projects, these rejections having been for cause. I also stated that the Materials Section believed its responsibility for cleanup and regrading of posts was limited to $578.58 under the terms of my November 22, 1972 letter to you.

This matter has been on the books for a number of months. Have you determined how you would like to resolve it?

Sincerely,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: H. S. Coulter

RECEIVED
MAY 16 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

OREGON STATE
HIGHWAY DIVISION

MATERIALS SECTION
SALEM, OREGON 97310

RECEIVED
FEB 12 1974
Office of
Assistant State Highway Engineer

February 11, 1974

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer-Martin Co.
1727 N. E. 11th Ave.
Portland, OR 97212

Dear Mr. Gilsdorf:

Your letter of July 13, 1973 and modification dated January 30, 1974, relating to alleged extra costs for handling, cleaning and inspection of guardrail posts and blocks have been discussed with the engineers involved:

I. Contracts 7395, 7514 and 7539 - Mr. W. E. Schwartz
II. Contract 7697 - Mr. D. H. Haller, Jr.
III. Contract 7499 - Mr. G. Wimer
IV. Plant cleaning and inspection - Mr. E. J. Fief

The following is a summation of responses from each of these persons.

I. Contracts 7395, 7514 and 7539.

1. The field personnel cannot verify the time and equipment charges claimed by the subcontractor.
2. Field personnel plainly marked reject posts because they believed the subcontractor was moving posts from job to job in order to slip them past a field inspector.
3. The field personnel will not accept any costs incurred in moving posts from the La Grande stockpile to a job to Ridgefield and back to La Grande because the posts were not handled in accordance with the agreement with the subcontractors and supplier.
4. Posts rejected in the field were rejected for adequate cause.
5. The claim is not justified and not documentable.

II. Contract 7697

1. 630 posts were delivered whereas only 529 posts were required.

NOTED
H.S.COULTER
K

2. Of 69 posts rejected for checks, shakes and splits, 48 had splits through the bolt hole and could have been salvaged by bolting as provided by the specification but the subcontractor declined.

3. 6 posts were rejected due to unloading damage; 1 was rejected for lack of bolt hole; 9 were rejected because of construction damage.

4. 550 blocks were received, of which 21 were surplus, but there were no rejections because the blocks were sorted before loading.

5. The subcontractor's claim of 24 manhours to handle 110 posts is excessive, and not justified as a cost to the State in view of rejections for cause.

III. Contract 7499

1. Equipment and labor charges claimed by the subcontractor cannot be verified by the field personnel.

2. A price agreement to reduce specification requirements for posts was discussed but never signed.

3. Inspection of rejected posts by John Jenkins and Ed Rief on August 28, 1972 on the project confirmed that rejections were justified. Subsequent rejections were on the same basis by the same field personnel.

IV. Plant Cleaning & Inspection

1. Fork lift and operator hours are in error. Should be only 6½ hours, not 12.

I would like to add the following general comments:

a) The proposed reduced specifications did not apply to any of these projects because no price agreements were entered into.

b) The normal procedure for subcontractor claims is to submit them through the prime contractor to the project engineer. This was apparently not done on any of these projects and a claim at this date (or on July 13, 1973) would seem to be ruled out because the projects were accepted in the Spring of 1973.

c) My letter to you, dated November 22, 1972 dealt only with the sorting and cleaning of posts in the yard at Ridgefield.

d) My letter stated that posts should be separated into 3 piles, pile 1 being those which conformed with the standard specifications, pile 2 being those which conformed with the modified specification, and pile 3 being all others. The State was to pay the cleaning and handling costs of piles 1 and 2. Since no agreement was reached to purchase under a modified specification, only pile 1 met the specifications and might be eligible for payment.

e) My letter of November 22 anticipated that the regrading of posts would be by your personnel with spot checks by personnel from Ed Rief's office, and perhaps by grading association personnel, upon completion of the sorting. The statement from General Testing & Inspection dated January 26, 1973 would imply that the cleaning and regrading was performed by them, probably at significantly higher cost.

The revised General Testing statement, based on your January 30, 1974 letter, should read:

3 men 16 hours each - 48 manhours @ $12.50 hr. = $ 600.00
1 fork lift and operator 6½ hours @ $25.00/hr. = $ 162.50

$ 762.50

75.88% of this amount would be $ 578.58.

It is my opinion that under the terms of my November 22, 1972 letter this is all the payment that this office is responsible for. If you still feel that additional money is due you I can only suggest that the normal claims route be investigated further.

Very truly yours,

JOHN C. JENKINS
Engineer of Materials

JCJ:gs

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey
E. L. Hardt
C. D. Fredrickson
W. E. Schwartz
E. J. Rief

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1973

SUBJECT: Niedermeyer-Martin Co.
Guardrail Posts

To:

Mr. A. E. Johnson
Deputy State Highway Engineer
OFFICE

We have received the enclosed letters and invoice relating to the cost of handling, cleaning and reinspecting guardrail posts and blocks from a number of projects in 1972, including:

Bubbs Ranch, Contract 7395
Richland Interchange, Contract 7539
Powder River, Contract 7514
Halsey Interchange, Contract 7499
N.W. 185th Ave., Contract 7697

Refer to my letter to Mr. Gilsdorf dated November 22, 1972 in which, after discussion with you and Mr. Keasey, I indicated that the State would pay for cleaning and handling of improperly marked posts in Niedermeyer-Martin's yard at Pacific Wood Treating, Ridgefield. This letter did not mention the State's involvement in backcharges by the guardrail contractors, nor charges by an outside inspection agency for reinspection (it is not clear at this point whose people performed the sorting, cleaning and regrading in the yard).

We are attempting to determine the truth of time and equipment statements submitted by the guardrail contractors and will obtain information from Ed Rief on the time and equipment charges for work at the plant.

Should this invoice be paid direct to Niedermeyer-Martin, assuming it is correct, or should each segment be handled through the appropriate prime contractor? ✓

John C Jenkins

JOHN C. JENKINS
Engineer of Materials & Research

RECEIVED
STATE HWY ENGR
AUG 6 '73
REFER TO
FOR

JCJ:go

cc: C. T. Keasey
L. W. Rulien
C. O. Fredrickson
W. E. Schwartz
E. J. Rief
H. S. Coulter

RECEIVED
AUG 7 1973
Office of
Assistant State Highway Engineer

NOTED
A. E. JOHNSON

SP*92475-734

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1973

SUBJECT: Niedermeyer-Martin Co.
Guardrail Posts

To:

Mr. Wendell E. Schwartz
Regional Engineer
P. O. Box 850
La Grande, Oregon 97850

We have received the enclosed letters and invoice relating to the cost of handling, cleaning and reinspecting guardrail posts and blocks from a number of projects in 1972, including:

Bubbs Ranch, Contract 7395
Richland Interchange, Contract 7539
Powder River, Contract 7514

We have been unable to make much headway on checking this claim, including, of course, verifying time and equipment charges on the projects involved. Any assistance your office can provide in resolving this problem will be greatly appreciated.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:go

cc: A. E. Johnson
H. S. Coulter
C. T. Keasey

SP*53473-734

Niedermeyer
Martin

July 13, 1973.

State of Oregon,
Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

Attention: Mr. John C. Jenkins,
Engineer of Materials and Research.

Reference: Our various correspondence regarding rejected guard rail posts and blocks (our letter of November 16, 1972, your letter of November 22, 1972, and our letter of December 1, 1972.)

Dear Mr. Jenkins:

Attached you will find a copy of General Testing & Inspection Agency, Inc.'s Report dated January 26, 1973, on the rejected guard rail posts and blocks returned to Pacific Wood Treating Corporation, Ridgefield, Washington. Also attached you will find a copy of the backcharge statements from Coral Corporation and Hoaglin Construction Co. covering field handling costs for separating, removing, and stockpiling rejected material. Also enclosed you will find our Invoice No. 58485-RG-58 in the amount of $2,383.95 to the State of Oregon, State Highway Division, covering your portion of the cost involved in this unfortunate situation. You will note that we have not included the trucking charges to return the rejected posts and blocks to Ridgefield, Washington as it is almost impossible to isolate these costs.

In reference to Hoaglin Construction Co's claim letter of October 26, 1972, we have only included in the backcharge statement to the State of Oregon Points No. 1, 2, 3, 4, 5, and 6 and the time charges in Point No. 8 only. Their backcharge for the cost of the posts and blocks returned is not part of this statement.

In reference to Coral Corporation's Invoice No. 572 dated November 7, 1972, we have only included Points A and B. The balance of their backcharge statement does not refer to the reject post problem with the State of Oregon.

Of the rejected guard rail posts and blocks returned from the referenced jobs, 403 posts and 874 blocks were returned to the La Grande stockpile without any further handling on our part. This left 816 posts and 341 blocks to inspect at Pacific Wood Treating Corporation. This stock was inspected by your representatives along with Mr. Oddvar Nass from General Testing & Inspection Agency, Inc. As you can see from the report, 71.56%

RECEIVED
JUL [illegible] 1973
MATERIALS DIVISION
OFFICE

(Continued on Page No. 2)

Niedermeyer-Martin Co. 1727 N.E. 11th Ave. Portland, Oregon 97212 503/287-2411 Telex 36-0617 Cable/Niedo

of the posts and 86.22% of the blocks met the existing requirements of the Oregon State Highway Department specifications. By using the weighted average method, we have come up with an average of 75.88% of the material met the State of Oregon Highway Department specifications. We have, therefore, invoiced the State of Oregon for 75.88% of the field costs on the part of Hoaglin Construction Co. and Coral Corporation for handling rejected posts and blocks.

We have also invoiced the State of Oregon for 75.88% of the man hours spent at Pacific Wood Treating Corporation to inspect and remove the reject marks from the posts and blocks.

The attached invoice in no way truly reflects the total cost involved concerning the unfortunate problems that occured at the various jobsites last Summer, Fall, and Winter. As the State of Oregon's field inspectors were incorrect in rejecting as many posts as they did, we feel that the attached invoice is a legitimate and fair backcharge to the State of Oregon and prompt payment should be made.

Thank you.

Cordially,

NIEDERMEYER-MARTIN CO.,

By
Robert Gilsdorf,
Sales - Special Products.

RG:cp
Enc.

Copies to A E Johnson
H S Coulter
C T Keasey
L W Rulien
C O Fredrickson
W E [illegible]

GENERAL TESTING & INSPECTION AGENCY, INC.

P.O. BOX 17246 • 2015-19 N. KILPATRICK, PORTLAND, OREGON 97217 • AREA CODE 503 - 285-3631
P.O. BOX 876, HEALDSBURG, CALIFORNIA 95448 AREA CODE 707 - 433-4787
P.O. BOX 53, ALTA LOMA, CALIFORNIA 91701 AREA CODE 714 - 987-1232

TO: Bob Gilsdorf
FROM: Odd Nass
SUBJECT: Returned Guardrail Posts and Blocks
DATE: January 26, 1973

After careful inspection of each post and block and removal of all objectionable markings, our findings are as follows:

	8x8 - 6'		
Posts - which conform to current specification (Pile #1)	584	=	71.56%
Posts - which conform to modified specification (Pile #2)	155	=	19.00%
Posts - which do not conform to specification (Pile #3)	77	=	9.44%
TOTAL	816		100.00%

	8x8 - 14"		
Blocks - which conform to specification (Pile #1)	294	=	86.22%
Blocks - which do not conform to specification (Pile #3)	47	=	13.78%
TOTAL	341		100.00%

Time required to inspect and clean posts and block:

Three men 16 hrs. each = 48 man hrs. @ $12.50/hr. = $600.00

One fork lift & operator 12 hrs. @ $25.00/hr. = $300.00

RECEIVE
JUL 16 1973
MATERIALS DIVISION
OFFICE

LUMBER INSPECTION FIELDWORK CONSULTATION LABORATORY

AFFILIATIONS
American Chemical Society, American Society for Testing Materials, American Wood Preservers Association, Forest Products Research Society, American [illegible]
[illegible]

November 22, 1972

Mr. Robert Gilsdorf
Sales - Special Products
Niedermeyer - Martin Company
1727 N. E. 11th Avenue
Portland, Oregon 97212

Dear Mr. Gilsdorf:

Thankyou for your resume of guardrail post problems currently awaiting resolution. I have discussed the probable solution to these problems with Messrs. A. E. Johnson and Carroll T. Keasey and the following is the position we have taken.

There have been a number of guardrail posts returned to the plant at Ridgefield with various forms of obvious reject marks made on them. Some of these posts you contend are fully within our specifications. All of them you say have been reduced in value by reason of the marking applied to them. Some of these posts are from the storage at LaGrande which had been borrowed to complete orders, only to be rejected and sent to Ridgefield.

First, all posts in storage at LaGrande received only plant inspection by Ed Kief's personnel prior to being put into storage. Therefore, there were probably the usual 1 or 2 percent rejects in this material, which normally would have been weeded out had the bundles been opened on the project site last fall. Since these rejects were not removed last fall, and since the posts have continued to weather over the last year, when these posts were put into service this fall a greater number of rejects would be expected. These posts are expected to comply with the current specifications for the projects on which they will be used, but all posts failing to meet the specifications should be returned to the storage area at LaGrande, not returned to the plant at Ridgefield.

The number of posts and blocks from LaGrande storage which will have to be replaced by you, when post stock is again available, is the total number borrowed, less those returned to LaGrande as rejects.

Note to Kief asks him to keep eye on costs of cleaning & sorting, also keep an eye on LaGrande storage posts returned.

Therefore, the first item of business at Ridgefield is to separate all those posts which should have been returned to LaGrande. The posts remaining should then be examined by your quality control people and separated into three piles, and at the same time the reject markings should be removed by wire brushing or scraping or other means.

Pile 1 should include all those posts or blocks which conform in all respects to the current specifications.

Pile 2 should include all those posts or blocks which could be purchased at a reduced price on the same basis as the price agreement written for the Halsey Interchange-Lane County Line project, i.e., the depth of single or opposite checks in post tops is permitted to increase to the point that only 2 inches of sound wood remains between check bottoms; post bottoms will be viewed more leniently; otherwise the post is to conform to the specifications.

Pile 3 should include all posts not acceptable for full price or on price agreement.

The State will pay the costs of cleaning and handling associated with piles 1 and 2. Niedermeyer-Martin will pay cleaning and handling costs associated with pile 3.

Upon completion of sorting and cleaning of piles 1 and 2, personnel from Ed Rief's office will spot check piles 1 and 2 to determine agreement with the plant quality control decisions as to pile assignment.

The Project Engineer has the responsibility of determining that material incorporated into his project meets specifications. The Region Office works with him in accomplishing this goal. The Construction Section, and to some extent the Materials Section, works with the Region and Project Personnel on an advisory basis to see that the Project Engineer and his people are properly trained. To this end the Construction Section sponsors annual Resident Engineer/Inspector seminars in the several regions of the Highway Division. A series of these seminars is planned for this winter, probably January. Mr. Chet Bowen of Western Wood Products Association has offered to supply personnel to conduct training courses on guardrail post grading at these seminars. In the meantime we will take such steps as are possible to see that the field inspectors know how to interpret the grading rules.

We would welcome an opinion from a lumber grading association as to the true nature of the "defects" which caused rejection. Since in almost all cases the "defects" are of a type which would be altered with age (checks), the reinspection would have to be informal, since Section 300(b) of Rules No. 16 and Section 5.31 of the WWPA rules indicate the characteristics changed by time may not be made the basis of a formal reinspection. Perhaps you can arrange for such a consultation with Ed Rief in the plant at the time of his re-evaluation after the posts are cleaned and sorted. If you wish to arrange similar consultations with the personnel on the North Powder, Baldock and Richland Interchange projects concerning the rejected posts which are still located at the project site, I suspect you could make such arrangements through the Region Engineer, Mr. W. E. Schwartz, in LaGrande.

A recent directive issued by Mr. C. T. Keasey, Construction Engineer, has instructed field personnel to stop painting the word "Reject" on posts. Instead, rejected posts are to be identified by pounding out with a ball peen hammer the "(S)" stamp put on the top of the post at the plant by Ed Rief's people and marking this obliteration with a small "X" made with crayon..

I hope these provisions will resolve the problems which have plagued us since mid-summer.

Very truly yours,

GEORGE H. BALDWIN
Administrator of Highways

By

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: A. E. Johnson
C. T. Keasey
J. B. Boyd
W. E. Schwartz
E. J. Rief

Coral Corporation

135 E. HEREFORD STREET
GLADSTONE, OREGON 97027

Phone: (503) 656-0601

[illegible] 572

DATE 11/7/72

Factory No.

Salesman

Customer's Order No.

TERMS

F. O. B.

DATE SHIPPED

SHIPPED VIA

SOLD TO

Niedermeyer-Martin Company
1727 N.E. 11th Avenue
Portland, OR. 97212

ATTENTION: BOB GILSDORF

Shipped To

QUANTITY		DESCRIPTION	UNIT PRICE	AMOUNT
ORDERED	SHIPPED			
		Summary of backcharges - see attached sheets for detail		
		Halsey Interchange		$ 883.58
		Powder River		363.76
		Alder Creek		1,012.68
		Randle-Yakima		1,108.59
				3,368.61
		Less unearned cash discounts		512.32
		Total now due		$2,856.29

The goods specified herein were produced in compliance with the requirements of the Fair Labor Standards Act of 1938 as amended.

[illegible]

Niedermeyer-Martin Company

Backcharge covering:

A. Separating, removing and stockpiling rejected guardrail posts and lost time waiting for material to be shipped to the jobsite at Halsey Interchange on 8/16/72, 8/22/72, 8/24/72, 8/25/72, 10/2/72, 10/3/72 and 10/4/72:

Labor	Hours	Rate	Amount	
Operator foreman	21.5	$8.74	$187.91	
Supervisor	12	8.26	99.12	
Oiler	6	7.68	46.08	
Laborer	25.5	6.35	161.92	$495.03
Taxes and insurance				74.25
Equipment				
3/4 ton pickup	25.5	3.10		79.05
Texoma - 3 3/4" kellybar	6	20.00		120.00
				768.33
Overhead 15%				115.25
		Total Halsey Interchange		$883.58

B. Same as above re Powder River on 9/29/72, 10/4/72, 10/10/72 and 10/11/72:

Operator foreman	10	8.74	87.40	
Supervisor	3	8.26	24.78	
Oiler	2	7.68	15.36	
Laborer	15	6.35	95.24	$222.79
Taxes and insurance				33.42
3/4 ton pickup	3	3.10	9.30	
2 ton flatbed	5	4.00	20.00	
Punch - 3 3/4" kellybar	2	15.40	30.80	50.10
				316.31
Overhead 15%				47.45
		Total Powder River		$363.76

C. Difference is cost of 348 - 8" x 8" x 6' Oregon treated wood posts between agreed price of $5.14 ea. and J.H. Bater price of $8.05 ea. for Alder Creek job.

384 x $2.91	$1,012.68

D. Time lost while crew waited for delivery of posts promised on 10/23/72, 10/24/72 and 10/25/72 re Randle-Yakima job. Posts were delivered at 1:00 P.M. on 10/25/72:

Labor	Hours	Rate	Amount	
Operator foreman (1)	42	8.74	367.08	
Laborer (1)	21	6.35	133.35	$500.43
Taxes and insurance				75.06
3/4 ton pickup (1)	21	3.10	65.10	
Auger/driver w 3 3/4" kellybar (1)	21	15.40	323.40	388.50
				963.99
Overhead 15%				144.60
				$1,108.59

(1) Includes movement of equipment in and out of jobsite and idle time on equipment.

PHONE [illegible]
[illegible] EAST [illegible] STREET

Coral Corporation
P. O. BOX 256
GLADSTONE, OREGON 97027

November 7, 1972

Niedermeyer-Martin Company
1727 N.E. 11th Avenue
Portland, OR. 97212

ATTENTION: BOB GILSDORF

Dear Bob:

I want to extend my appreciation for the approach you took last Friday to help us with some of our Oregon post problems. You can be sure we will make every attempt possible to assist you in resolving the matter with the State of Oregon in the future.

Since we discussed a number of mutual problems, I think a summary of the results of our meeting is in order:

Cash discounts:

You indicated, as supported by a schedule of unearned discounts and outstanding invoices, that Coral had taken $512.32 of discounts in error. Although we consistently did not receive the invoices for 3 to 5 days from the indicated mailing date I cannot quibble with your allegation. We have therefore given you a credit for this amount against our invoice (copy attached). In addition we established that all material would be sold to Coral Corporation under terms of 2% discount if paid by the 10th (prox.) of the month following the date of receipt of the material.

Down time and handling costs:

We agreed that Niedermeyer-Martin Company would reimburse Coral Corporation for time lost due to failure to deliver material when specified by Niedermeyer. In addition, costs incurred by Coral in handling rejected materials would also be reimbursed. Enclosed is a copy of our invoice covering these amounts, which is detailed by contract.

Excess acquisition costs:

Coral is to be reimbursed for the difference in cost between that previously agreed with Niedermeyer ($5.14 per post) and that incurred by Coral in acquiring the material from J.H. Baxter at $8.05 per post. This material consisted of 348 posts used at our Alder Creek job. This amount is also included in our invoice.

The number of posts shipped to and rejected at Halsey and Powder River is apparently somewhat of an enigma at this point. When we can get all the billings together on these jobs we will attempt to relate the number of posts billed to the number installed on the job according to our field reports and billing records.

There were a number of past due invoices on the unearned discount recap. Invoices 55112 and 55184 are in the Swamp Creek problem re. Shaffer Engineering & Construction Company. We have filed a lien against their bond on November 3, 1972. We have previously paid a number of invoices on this job. Invoices 55377 and 55666 were being held pending a final agreement on the problems at our Halsey Interchange job.

Since the State of Oregon is holding back funds on our Halsey job equivalent to the value of posts taken from their stockpile in La Grande the discount period should begin on the shipment when we are billed. I understand that you will bill us for the posts after you have replaced those taken from the State stockpile.

I think I have covered everything that we discussed and agreed upon. If you have any additional comments, please give me a call.

Very truly yours,

Lawrence E. Bosworth, C.P.A.
Controller

LEB/sls

Niedermeyer
Martin

Niedermeyer-Martin Co. 1727 N.E. Eleventh Ave., Portland, Oregon 97212 · 503/287-2411. Telex No. [redacted]. Cable/NIEDO

SOLD TO
State of Oregon,
Oregon State Highway Division,
Materials Section,
Salem, Oregon 97310.

INVOICE NO 58485-RG-58 36-0617

SHIP TO (SAME AS SOLD TO UNLESS NOTED)

Remittances must be made in funds bankable at par in Portland. If remittance is made in local checks, exchange will be charged to your account. Drafts on New York, Chicago or San Francisco will be accepted at par. Interest at 6% after maturity. All claims must be made within five days from receipt of shipment, and accompanied by original receipted freight bill. If claim be made account of grade, stock must be held intact until claim has been satisfactorily adjusted. Shortage claims must be supported by affidavit, showing complete piece tally of car as unloaded, also copy of notification of shortage to Railroad Agent and car seal record. Damage claims must be accompanied by written statement of Railroad Agent.

YOUR ORDER NO.	OUR ORDER NO.	TERMS OF PAYMENT Net 30 Days	DATE 07/13/73
SOLD F O B		ROUTE VIA	CAR NO.

THIS INVOICE IN THE AMOUNT OF $2,383.95 IS ISSUED PER ATTACHED LETTER DATED 7/13/73.

TOTAL AMOUNT OF THIS INVOICE $2,383.95

RECEIVED
JUL 16 1973
MATERIALS DIVISION
OFFICE

dkm

ORIGINAL

VERN HOAGLIN CONSTRUCTION CO., INC.
P.O. Box 537, Cornelius, Oregon 97113
(503) 643-3148

October 26, 1972

Niedermeyer-Martin Co.
1727 N.E. Eleventh Ave.
Portland, Oregon 97212

Attention: Bob Gilsdorf

RE: Backcharges

Gentlemen:

The following is a breakdown of backcharges which we have discussed in prior weeks and months relating to defective material.

X (1) August 22, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 laborer	4 hours @ $8.83	$ 35.32 ✓	
1 operator	4 hours @ $11.48	45.92 ✓	
1 teamster	4 hours @ $9.73	38.92 ✓	
2 ton truck	4 hours @ $4.60	18.40 ✓	$ 138.56 ✓

X (2) August 24, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	2½ hours @ $11.48	28.70 ✓	
1 teamster	2½ hours @ $ 9.73	24.32 ✓	
2 ton truck	2½ hours @ $ 4.60	11.50 ✓	64.52 ✓

X (3) August 28, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 ton truck	6 hours @ $ 4.60	27.60 ✓	154.86 ✓

VERN HOAGLIN CONSTRUCTION CO., INC.
P.O. [illegible] Oregon [illegible]
[illegible] 643-3148

Page 2

X (4) August 29, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts.

1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 ton truck	6 hours @ $ 4.60	27.60 ✓	154.86 ✓

X (5) September 7, 1972 - Contract 7395 - Bubbs Ranch
Sorted and hauled rejected posts and blocks.

1 operator	3 hours @ $11.48	34.44 ✓	
1 teamster	3 hours @ $ 9.73	29.19 ✓	
1 laborer	3 hours @ $ 8.83	26.49 ✓	
2 ton truck	3 hours @ $ 4.60	13.80 ✓	103.92 ✓

X (6) September 11, 1972 - Contract 7539 - Richland Interchange
Sorting and stacking rejected posts.

1 operator	3 hours @ $11.48	34.44 ✓	
1 laborer	3 hours @ $ 8.83	26.49 ✓	60.93 ✓

---

(7) Shipment dated August 16, 1972 your shipment number 26128-RG for Contract 7539 - Richland Interchange the following materials were rejected by the Oregon State Highway Department:

Posts	300 @ $6.90 EA	2,070.00 ✓	
Blocks	103 @ $1.55 EA	159.65 ✓	2,229.65 ✓

Quantities
or
Unverified
E-1 [illegible]

X (8) Shipment dated August 23, 1972 your order no. 26228-RG for contract 7697 - N.W. 185th Ave. the following materials were rejected by the Oregon State Highway Department and were returned.

Posts	110 @ $6.[illegible]	7[illegible].00 ✓	
1 operator	6 hours @ $11.48	68.88 ✓	
1 teamster	6 hours @ $ 9.73	58.38 ✓	
2 labors	12 hours @ $ 8.83	105.96 ✓	
Lowboy	6 hours @ $13.92	83.52 ✓	1,042.74 ✓
		316.74	

VERN HOAGLIN CONSTRUCTION CO., INC

P.O. Box [illegible], Cornelius, Oregon [illegible]

(503) 648-3143

Page 3

(9) August 18, 1972 Returned to Niedermeyer-Martin Co. rejected posts and blocks from Hoaglin Construction Cornelius yard.

Posts	167 @ $5.90 EA	985.30 ✓	
Blocks	199 @ $1.30 EA	258.70 ✓	1,244.00

No!

(10) Sorted and hauled the above posts and blocks.

1 operator	8 hours @ $11.48	91.84 ✓	
1 teamster	11 hours @ $ 9.73	107.03 ✓	
Transport	5 hours @ $13.92	69.60 ✓	268.47

X (11) Enclosed is an invoice previously sent for materials you could not supply. 1-33415 — 707.40

TOTAL AMOUNT OF BACKCHARGES — $ 6,169.91

MEMO: Total quantity on rejected posts and blocks for Contract 7395 - Bubbs Ranch will follow later.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Robert Wong

RW/eb

7514

STATE COPY

9

U.S. D[illegible]RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-9-74

Wash DC (HHO-32)
OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 20	COUNTY Union & Baker	DIVISION Oregon
DATE OF REPORT 7-9-74	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-7(32)284
COMPLETION DATE 3-2-73	ACCEPTANCE DATE BY CONTRACT AGENCY 5-23-73	TIME ELAPSED 104 %	CONTRACT TIME 450 CWD
APPROVED EXTENSIONS 59 CWD	LOCATION Project begins about ¼ mile north of N. Powder, Oregon. Then proceeds southeasterly 4.7 miles skirting the east city limits of N. Powder		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
JUL 10 1974
Washington

N. POWDER-POWDER RIVER SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

RECEIVED
JUL 11 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7-11-74
cy Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS		SIGNATURE Original Signed By VERNON V. CUSACK Engineering Coordinator	
TITLE R. A. Nichols Area Engineer	DATE 7-9-74	TITLE E. J. Valach District Engineer	DATE JUL 10 1974

FORM FHWA-1448 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7514

May 16, 1974

Peter Kiewit Sons' Company
P. O. Box 1635
Walla Walla, WA 99362

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7514 for work on the N. Powder-Powder River Section of the Old Oregon Trail Highway in Union and Baker Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 24 additional days is granted.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
Vern Skoog
W. E. Schwartz

WR:fr cm

7514

9

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-7(32)284
North Powder-Powder River Section
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Coulter's May 9, 1974 memorandum, we concur in 24 additional days of contract time.

fw Valach
G. L. Green

NOTED
A. L. [illegible]

RECEIVED
MAY 15 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 14 '74
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

5-15-74
cy Kessey
Schwartz
Gallagher

NOTED
H.S.COULTER

7514

May 9, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension, Second Request
North Powder-Powder River Section
Contract No. 7514
FAP No. I-80N-7(32)284

A time extension request processed on this project last year resulted in an extension of 35 days, with FHWA concurrence dated June 1, 1973. This left 51 days' liquidated damages in effect. A summary of the five reasons and the time involved in the first request is attached.

The contractor, Peter Kiewit Sons' Company, subsequently submitted additional information and asks reconsideration of their request.

Three of the reasons merit reconsideration as follows:

Reason No. 2, Bridge Deck Sealing - The Resident and Region recommend the 28 days which we requested the first time. Both the contractor and the Resident Engineer have made further reports (attached). The final decision on the bridge deck waterproofing procedure was given to the contractor August 29. The actual sealing work was done October 1 through October 6 by an outside firm. The Class D asphaltic concrete paving over several of the structures was also done that same week. The AC paving work was completed October 19. A crew of from 5 to 14 men were doing remaining structure work until about November 13. Part of this was on items such as handrails which were deliberately left until the deck sealing and paving on the bridges was done. Significant regular work such as on AC was done after August 29, but this was also a significant late added order involving ten structures and other sequented work.

Extension for at least the one week it took to actually perform the work is recommended.

Reason No. 3, Grading Overrun - It has been pointed out that the average daily rate of production used in our first analysis was for actual workdays and the 26 days derived thereby should actually be expanded by 7/5ths, or 36 days, to convert to the calendar workday basis of counting contract time. We should therefore extend another ten days because of grading quantity overruns.

Reason No. 4, Price Agreement 10, Additional Perforated Pipe - The contractor has submitted a tabulation of the actual hours worked on this order between October 10 and November 17 which adds to 61 man days that can be related to the added work item. This was spread over about five weeks during which the contractor's work force was from 15 to 25 people. With at least 15 man days available per day, the added work would amount to four days, which, expanded by 7/5ths, would equal seven calendar workdays. This was recommended before, and we believe with this added explanation that it is valid.

Your concurrence is requested in these three recommendations totaling 24 additional days. This would leave 27 days at $300 a day in effect.

Att.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

N. Powder -Powder River Section
Contract No. 7514

	Original	Recommended by			Approved
	Request	Res.	Reg.	Coulter	By FHWA
1. Box Culvert Steel Detailing	45	7	7	7	7
2. Bridge Deck Seal Coat	38	28	28	28	0
3. Grading Overrun Emb. in Place	32	32	41	26	26
4. P.A. Perf. Pipe	15	15	15	7	0
5. Joint Seals		7	7	2	2
Total	130	89	98	70	35

86 days assessed originally.

35 days extension granted 6-8-73.

51 days liquidated damages remaining @ $300/day = $15,300.

FORM 6-30 (REV. 10-68)

RECEIVED
MAY 8 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1974

To: H. S. Coulter, Assistant
Highway Engineer

SUBJECT: N. Powder-Powder River
Contract No. 7514
Time Extension, Second Request

NOTED
H. S. COULTER

From: J. A. Bond
Construction Administration Engineer

A time extension request was processed on this project last year which resulted in an extension of 35 days which FHWA concurred in under date of June 1, 1973. This left 51 days liquidated damages still in effect. A summary of the five reasons involved and the time related to each on the first request is attached.

The Contractor, Peter Kiewit Sons' Company, subsequently submitted some additional information and seeks reconsideration on their request.

The region and this office concur that the 7 days granted on reason No. 1 concerning box culvert steel details was proper and nothing further is recommended. Three of the remaining reasons merit reconsideration as follows:

No. 2, Bridge deck sealing--The resident and region still recommend the 28 days which we requested the first time. Both the contractor and the resident engineer have made further reports on this reason and I suggest we just submit copies of them to FHWA. The final decision on bridge deck waterproofing procedure was given to the contractor August 29. The actual sealing work was done October 1 through October 6 by an outside firm. The class D AC paving over several of the structures was also done that same week. AC paving work was completed October 19. A crew of from 5 to 14 men was doing remaining structures work up until about November 13. Part of this was on such items as handrails which were deliberately left until after the deck sealing and paving on the bridges was done. The problem in justifying any more than about the one weeks time actually involved doing the deck sealing and deck paving is to relate this added work item to the over-all project progress.

At the August 28 date (when the deck sealing was clear to proceed) the AC paving work was in progress on the project and was about a third done, but with something like 80,000 tons yet to do. I cannot see where the deck sealing item delayed the over-all job progress anything like the 38 days the contractor requests, or even the 28 days the resident engineer and region have recommended twice. Even during the week of October 6 when the deck sealing was actually performed, the reports indicate that 14,400 tons of AC was laid on the project. I can, therefore, understand why FHWA did not concur in the 28 days we first asked for on this reason, but it is surely valid for some lesser amount of time extension. I recommend the one week it took to actually perform the work.

No. 3, Grading overrun--It has been pointed out that the average daily rate of production used in our first analysis was for actual workdays and the 26 days derived thereby should actually be expanded by 7/5ths, or to 36 days to convert to the calendar workday basis of counting the contract time. We should therefore extend another 10 days because of grading quantity overruns.

No. 4, P.A. 10, additional perforated pipe--The contractor has now submitted a tabulation of the actual hours worked on this ~~force account~~ order between the dates of October 10 and November 17 which adds to 61 man days that we can relate to the added work item. This was spread over about 5 weeks during which the contractor's work force was from 15 to 25 people. With, in effect, at least 15 man days available per day the added work would amount to four days which, expanded by 7/5ths, would equal 7 calendar work days. This is what we recommended to FHWA before and I believe we should try for this amount again.

The above three recommendations total to 24 additional days. There are 51 days liquidated damages left at this time so a 24-day extension would leave 27 at the $300 per day rate. The project was opened to traffic December 21 (during dormant time). Our engineering charges overran.

Rough draft letters to FHWA and the Contractor are attached.

JAB:fr:lb

Attachment

cc: V. L. Gallagher

N. Powder-Powder River Section
Contract No. 7514

	Original Request	Recommended by Res.	Reg.	Coulter	Approved By FHWA
1. Box Culvert Steel Detailing	45	7	7	7	7
2. Bridge Deck Seal Coat	38	28	28	28	0
3. Grading Overrun Emb. in Place	32	32	41	26	26
4. P.A. Perf. Pipe	15	15	15	7	0
5. Joint Seals		7	7	2	2
Total	130	89	98	70	35

86 days assessed originally.

35 days extension granted 6-8-73.

51 days liquidated damages remaining @ $300/day = $15,300.

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

DATE

La Grande, Oregon

TO

April 30, 1974

E. S. Hunter
Assistant State Highway Engineer
SALEM

RECEIVED
MAY 1 1974
Office of
Assistant State Highway Engineer

FROM

for R C

W. E. Schwartz
Regional Engineer

SUBJECT

North Powder-Baker Section
Old Oregon Trail Highway
Contracts 7514, 7516, 7491, 7539
Baker County

There were four separate contracts on the above highway section. They were North Powder-Powder River, Powder River-Baldock Slough, Baldock Slough-Richland Interchange and Richland Interchange-South Baker Interchange. All of these contracts had asphalt pavement surfaces. The paving was completed on these sections in the fall and early winter of 1972.

During the late winter and spring of 1973 we noted that the paving on three of the four contracts was experiencing considerable wear. Initially, we tried to attribute this excessive wear to studded tires. As the summer progressed and the wear continued, even though studded tire season was past, it was obvious that there must be another reason.

All three of these contracts obtained paving aggregate from Baker Valley gravel sources. In each contract the material was produced substantially within specifications. What was not recognized at the time, but has since been revealed, was that the gravel particles are coated with a mica-like material which adheres tightly to the aggregate until the material is exposed for a period of time to air and water. The mica particles are then released and become a portion of the #10-0 material in the asphalt mix.

Core samples taken recently and analyzed by Assistant Materials Engineer Jim Wilson support this theory. Wilson also explains how this excess #10-0 affects the mix, causing deterioration of the surfaces. A copy of his report is attached.

K

Late last summer, in an attempt to stop the deterioration by getting more asphalt into the mat, we black-sealed the North Powder-Powder River and Powder River-Baldock Slough sections with SS-1 emulsified asphalt. While it did stop the ravelling by putting an asphalt coating around the surface rock particles, it did not penetrate the surface. This coating will soon be worn off by traffic and we expect the erosion to resume. We consider the black seal to be a stop-gap measure at best. We spent $8,000 on this work and cannot afford to spend this much and more on a yearly basis to hold the road surface.

As a permanent solution to the problem we would like to consider an open-graded safety seal course to be added over the existing surfacing. On all safety overlay projects currently being worked up for contract, the safety seal is a regular part of the pavement improvement and is fully eligible for funding by F.H.W.A. It seems reasonable that these recently completed sections of highway should be eligible for the same safety wearing course, which is now an accepted part of the pavement design.

Your consideration of this request will be appreciated and a favorable response will help us solve a serious maintenance problem.

WES:je
Attachments

cc: H. S. Coulter w/attachments
C. T. Keasey w/attachments

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RE RCE

RECEIVED
[illegible] 1974

La Grande, Oregon
April 11, 1974

To: W. E. Schwartz
Regional Engineer

SUBJECT: A.C. Pavement
North Powder-Powder River Sect.
Contract 7514

Attention: Dale Allen

In answer to your request of April 1, 1974 relative to Jim Wilson's letter of March 27th attached are the average gradation results of field tests for 3/4" - 1/4" and 1/4" - 0 A.C. aggregate during production of A.C. aggregates and from bit samples of the mainlines only. All show the material was produced well within specifications.

The gradation averages obtained in the field from bit samples show an average of 31.3% of #10 - 0 material and the mix design was 20.8% to 40.2% including the tolerances. As Mr Wilson stated the mix design was for 30.8% of #10 - 0 material and our tests show a percentage of 31.3, which appears to me to be within reasonable tolerances.

Regarding Mr. Wilson's information of 2621.42 tons of asphalt is in error in that this was corrected in a post final to 2761.70 tons and since that time we have found another error of 180.27 tons, which makes the final figure of 2941.97 tons of asphalt.

With the amount of 58,158.35 tons of asphalt concrete mixture and 2941.97 tons of asphalt in the mix the percent of asphalt computes to 5.06% asphalt, which is very close to our field test results. The design mix for the top course A.C. called for 5.6% asphalt. On 40 bit samples the average showed 5.53% including moisture. The moisture ran from .1% to .3% making our field tests for asphalt show 5.2% to 5.4% asphalt which is well within tolerances.

There is nothing in our field records that indicate the Class "B" asphaltic concrete produced on this project was not well within our specifications.

HM Fillmore
H. M. Fillmore
Resident Engineer

HMF/wjs

Form F-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET
SHEET .... OF .... SHEETS

Main Roadbed only
North Powder - Powder River
Contract [illegible]

Average Class "B" A.C. Samples:
of #4-0 - 23 Tests #47 to #69

	(Field Control Avge.)			Mix Design	
#4 - #10	27^{0}%			24^{5}% -	32^{5}%
#10 - #40	19^{7}%			12^{6}% -	20^{0}%
#40 - #200	7^{6}%	31.3	20.8% to 40.2%	5^{2}% -	13^{2}%
Pass #200	4^{1}%			3^{0}% -	7^{0}%
Asphalt	5^{13}%			4^{3}%	5^{3}%

H. M. [illegible]
Res. Engr.

OREGON STATE
HIGHWAY DIVISION

.... ON SHEET .... OF .... SHEETS

(3/4-½) CLASS "B" ASPHALTIC CONCRETE
[illegible]
CONTRACT NO. 751[illegible] [illegible] 65[illegible]-0[illegible]

DATE:

INSPECTOR:

ST NO. & TYPE										
TOTAL WT. OF SAMPLE										
SPECS.	SIEVE SIZE	WEIGHT LBS.	% RET. of Sample		WEIGHT LBS.	% RET.		LBS.	% RET.	
			Average of 100 Tests							
0% RETAINED	1"		0							
0-10% RETAINED	3/4"		1.6							
25-40% RETAINED	½"		35.0							
	⅜"		52.7							
0-15% PASS ½	-1/2"			10.7						
	#4		4.8							
	#10		2.0							
	Pan		3.9							
	Loss									
	Total									
RACTURE 60%+ by weight										

NE SIEVE	SIEVE SIZE		% RET ←	% OF SAMPLE	GRAMS	% RET.	% OF SAMPLE	GRAMS	% RET:	% OF SAMPLE
			average of 37 Tests							
	#40		1.5		Wet Seive					
	#80 80/100		.9 1.2		Average of 1 Test					
	#200		.7			1.1				
	Pan		.9							
	Loss									
	Total									

OREGON STATE

HIGHWAY DIVISION

(½-0) CLASS "B" ASPHALT CONCRETE

[illegible]

DATE:

CONTRACT NO. 75[illegible]

INSPECTOR

TABULATION SHEET

.... OF .... SHEETS

TEST NO. & TYPE										
TOTAL WT. OF SAMPLE										
SPECS.	SIEVE SIZE	WEIGHT LBS.	% RET.		WEIGHT LBS.	% RET.		WEIGHT LBS.	% RET.	
			of Sample							
		Average of 96 Tests								
0% RETAINED	3/8"		0							
0-15% RETAINED	½		7.2							
	#4		11.9							
42.5- RET. #10 57.5% in ½-0				51.4						
	#10		35.7							
	Pan		45.2							
	Loss									
	Total									

LL. & P.L. & P.I.		LL	PL	PI	LL	PL	PI	LL	PL	PI
FRACTURE 60% by weight										
FINE SIEVE	SIEVE SIZE	GRAMS	% RET.	% OF SAMPLE	GRAMS	% RET.	% OF SAMPLE	GRAMS	% RET.	% OF SAMPLE
	#40	Average of 70 Tests	33.1		Wet Seive					
	#80	#80 #100	7.0 7.7		Average of 9 Tests					
	#200		2.5			5.6				
	Pan		2.3							
	Loss									
	Total									

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

RE ☐ RCE ☐ RBE ☐ RME ☐
ROE ☐
RDE ☐

MAR 28 1974
RECEIVED
REGIONAL OFFICE

DATE March 27, 1974

TO W. E. Schwartz
Region Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr. J E Wilson
Asst. Engineer of Materials

SUBJECT Asphalt Concrete Pavement,
North Powder-Powder River
Section, Cont. No. 7514

Testing is complete on asphalt concrete and plant mixed bituminous base cores sampled from areas of pavement surface raveling on the North Powder-Powder River Section of I-80N. Our review of the core test results and contract records indicate that the raveling condition is the result of excess #10-0 in the mix which contains a considerable quantity of mica-like flaky material. Enclosed is test Report #73-28488.

Mix design #72-4986 for wearing surface paving on the project recommended 35.7% ¾"-¼", 28.5% ¼"-#10 and 30.8% #10-0 with 5% asphalt. Gradation of the three recently tested top lift cores are all outside the job mix tolerance of ± 4 percent. The percentages of #10-0 range from 37.1 to 38.4 which resulted in a deficiency of ¾"-¼" or ¼"-#10 in the mix. The wearing surface samples and one of the three base course samples also contain an excess of #10-#40 material outside the broad band limit of 11 - 20 percent. Record and check sample test results for the project show six of the nine base lift samples and five of eight wearing surface samples are outside broad band or mix tolerances for gradation. It appears from this information that a considerable quantity of the stockpiled fine aggregate for AC was produced outside the specification limits of Section 703.08(c).

Asphalt content of both the AC and PMBB cores are within the design job mix tolerances of ± 0.5 percent. This agrees well with field test data and our test results for record and check samples. However, the semifinal dated March 2, 1973 for work performed on the project shows 2621.42 tons of asphalt cement for 58,158.35 tons of Class "B" asphalt concrete which calculates to 4.5 percent. This is considerably less than the design of 5.0 and 5.6 percent for wearing surface and base course, respectively. If the test results are in error, we suggest that additional core samples be submitted to the lab for testing and an evaluation of the test procedures being used.

cy Bob Rennells
3-28-74
jc

Test results for asphalt recovered from the pavement cores show a rapid rate of aging or hardening. The penetration of asphalt from a one year old pavement using 60-70 grade asphalt should be more like a 45+ value rather than the 19 to 22 for the wearing surface actually determined. This asphalt condition along with the mix binder film thickness deficiency from excess #10-0 are certainly causes for the pavement raveling. It is our suggestion that the pavement be treated with a high maltenes type rejuvenator such as Reclamite and a chip seal or plant mixed seal surfacing be applied to reduce further deterioration of the pavement and base structural section.

JEW:gs

cc: C. T. Keasey
D. H. Moehring
J. H. Walker
H. M. Fillmore
Vern Moore
G. W. Beecroft

Bob Rennells

Page 1 of 4

Form 2L-734-3069

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Laboratory No. 73-28488
Data Sheet No. A 292
Prefix 631-1069
Laboratory charge $ 1,265.00

Project North Powder-Powder River
Highway Old Oregon Trail
Contractor Peter Kiewit Sons' Co. No. 7514
Date received Oct. 17, 1973
Submitted by Vern Moore
Date reported March 27, 1974
Source of Material Jacobson Borrow Pit, Rt. Sta. 1355
Sampled or inspected at Sta. 1269, 1337 & 1370 To be used Class 'B' A/C & Bit. Base
Sampled or inspected by Clint Smithe Quantity represented

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	1.8"	2.2"	1.8"
Gradation of Cores:	Top A/C	Top A/C	Top A/C
Percent ret. 1"	0	0	0
" " (¾" - 1/4")	32.5	26.1	30.5
" " (¼" - # 10)	23.9	29.9	27.2
" " (#10 - # 40)	23.3	24.0	23.3
" " (#40 - # 80)	7.3	6.5	7.0
" " (#80 - #200)	3.4	3.1	3.0
" " (Pass #200)	4.4	4.4	3.8
Asphalt content, (%)	5.2	5.2	5.2
Mica, Percent of #40 - #80*	1.4	0.8	1.1
Reclaimed Asphalt, pen. @ 77° F.	21	19	22
Bulk sp. gr. in place	2.30	2.23	2.28
Bulk sp. gr. recompacted	2.45	2.39	2.41
Percent relative compaction	93.9	93.3	94.6
Percent voids in place	9.1	10.8	9.9
Percent voids recompacted	3.2	4.4	4.7

* Mica was removed from aggregate by water suspension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

- ☐ F.H.W.A.
- X☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- X☐ Region Engineer Schwartz
- X☐ Resident Engineer Fillmore
- ☐ District Engineer
- X☐ Files
- X J. Walker
- X D. Moehring
- X Vern Moore
- X G. Beecroft
- X G. Boyle

John C. Jenkins

Form [illegible]

OREGON STATE HWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

L ratory No.	73-28488
Data Sheet No.	A 292
Prefix	631-1069
Laboratory charge	
Date received	
Date reported	

Project North Powder-Powder River

Highway

Contractor No. 7514

Submitted by

Source of Material

Sampled or inspected at To be used

Sampled or inspected by Quantity represented

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	2.4"	2.1"	2.2"
Gradation of Cores:	Base A/C	Base A/C	Base A/C
Percent ret. 1"	0	0	0
" " (¾" - 1/4")	32.0	34.2	32.9
" " (¼" - # 10)	32.4	31.8	29.2
" " (#10 - # 40)	18.4	16.5	20.1
" " (#40 - # 80)	5.1	4.8	5.7
" " (#80 - #200)	2.8	2.6	2.8
" " (Pass #200)	3.7	4.2	3.9
Asphalt content, (%)	5.6	5.9	5.4
Mica, Percent of #40 - #80*	0.4	0.4	1.0
Reclaimed Asphalt, pen. @ 77° F.	25	57	30
Bulk sp. gr. in place	2.21	2.24	2.27
Bulk sp. gr. recompacted	2.41	2.44	2.45
Percent relative compaction	91.7	91.8	92.7
Percent voids in place	11.6	11.6	9.9
Percent voids recompacted	3.6	2.4	2.8

* Mica was removed from aggregate by water suspension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Film

John C. Jenkins

Form [illegible]

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

Project North Powder-Powder River

Highway

Contractor No. 7514

Submitted by

Source of Material

Sampled or inspected at

Sampled or inspected by

Laboratory No. 73-28488

Data Sheet No. A 292

Prefix 631-1069

Laboratory charge

Date received

Date reported

To be used

Quantity represented

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	Bit Base I	Bit Base I	B t Base I
Gradation of Cores:	2.9"	3.2"	2.8"
Percent ret. 1"	1.6	1.3	1.3
" " (¾" - 1/4")	29.3, 19.8	39.2, 20.8	34.1, 18.3
" " (¼" - # 10)	18.0	19.8	17.1
" " (#10 - # 40)	13.4	13.5	11.7
" " (#40 - # 80)	5.2	5.3	5.3
" " (#80 - #200)	3.3	2.9	3.1
" " (Pass #200)	4.4	3.6	4.0
Asphalt content, (%)	5.0	5.0	5.1
Mica, Percent of #40 - #80*	-	0.4	0.5
Reclaimed Asphalt, pen. @ 77° F.	25	25	27
Bulk sp. gr. in place	2.25	2.20	2.22
Bulk sp. gr. recompacted	2.46	2.45	2.40
Percent relative compaction	91.5	90.2	92.5
Percent voids in place	11.1	13.0	12.6
Percent voids recompacted	2.8	3.2	5.5

* Mica was removed from aggregate by water suspension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

John C. Jackson

Form [illegible]

Page 4 of 4

OREGON STATE GHWAY DIVISION
MATERIALS SECTION LABORATORY RECORD

PAVEMENT EVALUATION, A/C & BITUMINOUS BASE

aratory No. 73-28488

Data Sheet No. A 292

Prefix 631-1069

Project North Powder-Powder River

Laboratory charge

Highway

Contractor

No.

Date received

Submitted by

Date reported

Source of Material

Sampled or inspected at

To be used

Sampled or inspected by

Quantity represented

Station	1269	1337	1370
Lane	E.B.	E.B.	W.B.
Lift Thickness	3.6"	3.0"	3.2"
Gradation of Cores:	Bit Base II	Bit Base II	Bit Base II
Percent ret. 1"	2.9	8.2	0.9
" " (¾" - 1/4")	26.6, 19.5	27.4, 16.1	27.4, 22.4
" " (¼" - # 10)	21.4	18.5	19.4
" " (#10 - # 40)	14.2	12.2	12.7
" " (#40 - # 80)	4.2	5.7	5.1
" " (#80 - #200)	2.6	3.2	2.9
" " (Pass #200)	3.9	3.6	3.8
Asphalt content, (%)	4.7	5.1	5.4
Mica, Percent of #40 - #80*	0.6	0.4	0.4
Reclaimed Asphalt, pen. @ 77° F.	35	41	31
Bulk sp. gr. in place	2.36	2.44	2.35
Bulk sp. gr. recompacted	2.47	2.49	2.47
Percent relative compaction	95.5	98.0	95.1
Percent voids in place	6.7	3.6	7.8
Percent voids recompacted	2.4	1.6	3.1

* Mica was removed from aggregate by water suspension of particles and decanting the liquid into a #200 sieve and drying the material.

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☐ Resident Engineer
- ☐ District Engineer
- ☐ Files

John C. Jenkins

7514

5

December 18, 1973

The Aetna Casualty and Surety Company
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

A post-final payment for $1,364.99 will be made to Peter Kiewit Sons' Company on Contract No. 7514 for work on the North Powder-Powder River Section of the Old Oregon Trail in Union and Baker Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $8,884,088.99 including the post-final payment. Of the total $48,788.98 is for force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

Sbe

cc Peter Kiewit Sons' Company
213 South "V" Street
Vancouver, Washington 98663

C. T. Kenney
Walt Hart
V. E. Sheng Attn: Dick Hasek
W. E. Schwartz

7514

5

August 1, 1973

The Aetna Casualty & Surety Company
Bond Department
1301 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

A post-final payment for $3,200 will be made to Peter Kiewit Sons' Company on Contract No. 7514 for work on the North Powder-Powder River Section of the Old Oregon Trail in Union and Baker Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $3,082,448.91 including the post-final payment. Of the total, $68,700.98 is for force account.

We are retaining $1,000 to cover anticipated Railroad costs chargeable to the contractor.

Very truly yours,

C. W. Enud, Manager
ADMINISTRATIVE SERVICES

hc

cc Peter Kiewit Sons' Company
215 South 'V' Street
Vancouver, Washington 98663

bc C. T. Kenney
Walt Hart
V. L. Shoog
Attn: Dick Hook
W. E. Schwartz

7514

June 29, 1973

The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

On May 25, 1973, we wrote to you concerning release of final payment on Contract No. 7514 awarded to Peter Kiewit Sons' Company for work on the South Powder-Powder River Section of the Old Oregon Trail in Union and Baker Counties.

Final payment on this contract is $23,319.76 and the total contract amount is $3,049,243.91 including $48,788.98 for work performed under force account.

Very truly yours,

C. W. Hand, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

hs

cc Peter Kiewit Sons' Company
213 South "V" Street
Vancouver, Washington 98663

bc C. T. Kenney
Walt Hart
V. E. Shoog
Attn: Dick Rasck
W. E. Schwartz

7514

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 8, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
North Powder-Powder River Section, I-80N
Contract No. 7514

Peter Kiewit Sons' Company, contractor on the subject project, has requested a 130-day extension of their contract time based on four reasons. The request was prepared before the project was completed and in analyzing the request, another reason has come to light. Bids were opened on this project December 3, 1970 with eight bidders. The project was completed March 2, 1973 with 86 days liquidated damages accrued at $300 per day for a total of $25,800. The project was opened to traffic December 21, 1972. Extension of time is recommended as follows:

(1) There were two existing box culverts to extend plus two new ones to construct under this contract. A delay on the part of the State in providing steel details for the extensions justifies seven days.

(2) There were significant percentage overruns from the contract quantities on three of the four major earthwork items. Based on the contractor's average production rate, 26 days extension is justified for this reason.

(3) The reason not listed by the contractor which occurred after he prepared his request concerns Extra Work Order No. 14 for installing Type "E" Joint Seals at some structures. Work was done on this order during the last two days of contract time counted and justifies two days extension.

Two other reasons related to structure deck sealing and added perforated pipe were considered but have not been approved by FHWA. It is anticipated that an additional request will be received in the future.

I have therefore granted a 35-day extension of time based on the above reasons. This will leave 51 days and $15,300 liquidated damages in effect. This was a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
W. E. Schwartz
V. L. Gallagher
Gary Sund

JAB:fw dpy

7514

June 8, 1973

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington 98663

Gentlemen:

Your request for a time extension of 130 days on Contract No. 7514 for work on the North Powder-Powder River Section of the Old Oregon Trail Highway in Union and Baker Counties, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 35 days is granted which will reduce the time liquidated damages on the project.

This extension is granted for box culvert reinforcing steel detailing, grading overruns, and Extra Work Order No. 14 which covered installing Type "E" Joint Seals at some structures.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
W. E. Schwartz
H. M. Fillmore
J. A. Schlieski
V. L. Gallagher

fw dpy

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1973

SUBJECT: Request for Time Extension
North Powder-Powder River Section
Contract No. 7514

To: H. S. Coulter
Assistant State Highway Engineer

John A. Bond

FROM:
John A. Bond
Construction Administration Engineer

Peter Kiewit Sons' Company requested a 130-day extension of their contract time based on four reasons. The request was made before the project was completed and in analyzing it we have added a fifth reason and all are discussed separately below. Some pertinent dates are:

Bids opened	December 3, 1970 (8 bidders)
Work started	January 26, 1971
Contract time started	March 1, 1971 (450 calendar workdays allowed)
450 days elapsed	September 7, 1972
Project complete	March 2, 1973

86 days liquidated damages at $300 per day = $25,800

At the end of the first grading season, the project appears to have been well on schedule. The grading was virtually done, and as of April 1, 1972, near the start of the second season, 64-1/2 percent of the time had been counted and the project was 67 percent complete. The project was opened to traffic December 21, 1972. Of course, the three winter months, December through February, were not counted against the contract time.

Reasons considered are:

(1) Box culvert reinforcing steel detailing. Contractor requests 45 days. The Resident Bridge Engineer has made a detailed two-page account of the chronology on this item and concludes by recommending no time. The grading Resident recommends seven days concurred in by the Region. The alleged delay here arises because the contractor had first indicated he would request a change to multiplate pipes for the RCBC work. There were two existing box culverts to

RECEIVED
MAY 24 1973
Office of
Assistant State Highway Engineer

extend plus two new ones to construct under this contract. The special provisions set up an option for pipe or reinforced concrete box on just one of the new ones. I doubt that a change on the two extensions would have been approved even if the contractor had ultimately requested it. It appears we could have been providing the data on these extensions sooner, and we therefore concur in the Region recommendation for seven days extension on this reason.

(2) Added Bridge Deck Waterproofing. The contractor requests 38 days on this reason which is associated with Extra Work Orders 5, 7 and 9. Structures work was under way all during the second season. Extra Work Order 7 dated October 13, 1971, cancelled the earlier Extra Work Order 5 and added deck seal on five structures. Extra Work Order 9 covered deck sealing with a different system on four different structures and is dated June 8, 1972. The decisions on this work were spread over quite an extended period of time and even though the work itself took only 5 days to perform in October, 1972 (when the job was in liquidated damages time), the effect on the overall bridge completion was longer than that. This work also involved the A. C. progress as the final A.C. lift over the bridge decks required a change in the A. C. plant. I would concur in the Region recommendation for 28 days extension on this reason.

(3) Grading Overruns - There were significant percentage overruns from the contract quantities on three of the four major earthwork items. Embankment Foundation Excavation, over 33.7 percent; Granular Backfill, over 34.6 percent; General Excavation, under 6.8 percent; Embankment in Place, over 35.7 percent. The net quantity overrun from contract quantity was 177,149 cubic yards. The contractor requests 32 days on this reason, but does not show how he derived it. The Region recommends 41 days based on overall average rates of production through the life of the grading work, but they apply this to a quantity based on only the net or bracket quantities. Our usual practice is to use the contract or gross quantities as the base for comparison. On this basis, at the average production rate of 6,783 cubic yards per day, 26 days is justified on this reason. This would represent time in the latter part of the 1971 grading work.

(4) Added perforated pipe on Price Agreement 10. The contractor requests 15 days on this reason. This Price Agreement is dated in July, 1972 and added 1,940 feet of perforated pipe in cut areas. The work was done after surfacing work was completed, intermittently between about November 3 to 16, 1972, all on penalty time. It was concurrent with some other regular contract items, such as guard rail, illumination and seeding and mulching. I find it mentioned on seven specific days during this interval, but do not believe it delayed project completion the 15 days recommended by the Region. I would recommend seven days only.

(5) Another reason not listed by the contractor, and which apparently occurred after he prepared his request, concerns Extra Work Order 14. This was for installing Type "E" Joint Seals at some structures. The Extra Work Order is dated December 1, 1972 but some work was done on this order during the last

two days of contract time counted, March 1 and 2, 1973. I would recommend extension for these two days.

Our recommendations on the five items above total to 70 days time extension. This would leave 16 days and $4,800 in effect. This was an Interstate project. Rough draft letters to the FHWA, the Commission and the contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
9-21-72
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7514 Contractor Peter Kiewit Sons' Co.

Highway Old Oregon Trail

Section North Powder-Powder River Section

Kind of Work Grading, Paving, Structures, & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 35 days for box culvert steel detailing, grading overruns, and Extra Work Order 14 bridge joint seals.

Recommended for Approval:

Regional Const. Engineer

Construction Engineer or ~~Bridge Engineer~~

Asst State Highway Engineer

Contract No. 7514

Project designation I-80N-7(32)284
State-Federal

Date awarded December 16, 1970

Work started January 26, 1971

Per cent completed 99% @ Mar.1, 1973
Date

No. of calendar Workdays Allowed 450

No. of calendar Workdays Used 534

No. of Added Workdays Requested 130

[illegible]

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Sept. 21, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 450 days to 580 days, within which to complete our Contract No. 7514, without the assessment of liquidated damages. The said contract is described as follows:

N. Powder - Powder River Section of 80 N.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached cover letter WW-37

Respectfully submitted,

PETER KIEWIT SONS' CO.
Contractor

By

CONSENT OF SURETY

Date September 21, 1972

We, The Ætna Casualty and Surety Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth C Kraig
Attorney-in-fact
Kenneth C. Kraig

(SEAL)

Resident Agent

Peter Kiewit Sons' Co.
Vancouver, Wash.
SEP [illegible] 1972

P. O. Box 1533
Walla Walla, Wash. 99362

September 22, 1972

Mr. H. M. Fillmore
Resident Engineer
Oregon State Highway Department
P. O. Box 850
La Grande, Oregon

Re: N. Powder - Powder River Section
Contract 7514 - Job No. 4417
TIME EXTENSION
Serial Letter No. WW-37

Dear Sir:

Enclosed please find formal request for an increase in the contract time of (130) one hundred and thirty calendar work-days.

Justification for the increase is as follows:

(1) Box Culvert Steel Detailing delay - As per our letter of March 31, 1971, (copy attached) request increase of (45) fourty five calendar work-days.

(2) Force account work to put Seal Coat on bridge decks, reference our letter of July 27, 1972, request increase of (38) thirty eight calendar work-days.

(3) Large over-run in Item 10, Embankment in Place, reference our letter of August 21, 1972, caused much more additional borrow than anticipated. Request (32) thirty two additional calendar work-days.

(4) Price Agreement Number 10, for 1940 feet of port pipe was negotiated after the roadway section was completed and we request (15) fifteen calendar work-days.

We have been prosecuting the work for the past month on a six day per week, ten hours per shift, basis. We anticipate no trouble completing ahead of inclimate weather, but should the above increase force us into inclimate weather, we would have to request additional time.

Very truly yours,

PETER KIEWIT SONS' CO.

Norman V. McKibben
Area Manager

NVMcK:dp
Encl: (Request for increase in workdays)
cc: Res. Engineer (5)
Vancouver ←
Job File

Form FHWA 121 (Rev. 7-72)

5

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: June 1, 1973

In reply refer to: 10-35-DA

SUBJECT: Oregon Project I-80N-7(32)284
North Powder-Powder River Section
Old Oregon Trail Highway
Time Extension

7514

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

Reference is made to your May 30, 1973 letter requesting our concurrence in extending the contract time 70 days.

We concur with items 1, 3, and 5 in which you justify a 35-day extension.

In regard to item 2, our information indicated the contractor was working on other bridge items that were not related to the deck sealing both before and after the deck sealing was done, and the paving operations were nearly continuous until they were completed on October 19, 1972. There may have been a short delay in changing plant operations to and from producing Class C to Class D asphaltic concrete.

Item 4 concerns the installation of 1,940 ft. of perforated pipe. There was considerable other work in progress when this work was being performed. This included work on guardrail, signing, structures, illumination, fencing, and general finishing. It is not apparent how the drainage work affected these items, especially when some of it was being performed by subcontractors.

Item 3 justifies a 26-day time extension based on the overrun in excavation quantities. This method normally is an excellent tool; however, in this case it may not reflect the difficulties encountered in the grading operations.

for G. L. Green

Process 35-day extension at this time. We may go back to FHWA with add'l info. later
[illegible]

NOTED
A. E. JOHNSON

orig. 6-1-73

6-6-73
Keasey
Schwartz
Gallagher

RECEIVED
STATE HWY ENGR
JUN 4 '73
REFER TO
Coulter TAA
FOR
Info | Invas | R/D | D/R | Sign | Act | File

File Copy 5

OREGON STATE
HIGHWAY DIVISION

7514

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
North Powder-Powder River Section
Old Oregon Trail Highway
Oregon Project No. I-80N-7(32)284

#7514

Peter Kiewit Sons' Company had requested a 130-day extension of time prior to the completion of the project. In analyzing this request, we have included a fifth reason for granting it in addition to the four reasons given by the contractor. Dates pertaining to this contract are:

Bids opened	.December 3, 1970 (8 bidders)
Work started.	.January 26, 1971
Contract time started . .	.March 1, 1971 (450 calendar workdays allowed)
450 days elapsed	.September 7, 1972
Project completed	.March 2, 1973
86 days' liquidated damages at $300 per day . .	.$25,800

The following reasons were considered:

1. Box culvert reinforcing steel detailing. The contractor has requested 45 days. The Resident Bridge Engineer has prepared a detailed account of this item and recommends that no time be allowed. The Resident Construction Engineer and the Regional Engineer recommend seven days. The alleged delay arises because the contractor had first indicated that he would request a change to the use of multiplate pipes for the RCBC work. There were two

existing box culverts to extend and two new ones to build under this contract. The special provisions had an option for either pipe or RCBC with respect to one of the new installations. It is doubtful that a change to pipe for the two extensions would have been approved even if the contractor had ultimately requested it. It appears that we could have been providing data on these extensions sooner, and we recommend the seven days' extension for this reason.

2. Added Bridge Deck Waterproofing. Thirty-eight days are requested. The reason is associated with Extra Work Orders 5, 7 and 9. Work on the structures was under way during the second season. Extra Work Order 7, dated October 13, 1971, cancelled the earlier Extra Work Order 5. Extra Work Order 9, dated June 8, 1972, covered deck sealing with a different system and on different structures. Decisions on this work extended over a period of time. Even though the work itself took only five days to perform in October 1972 (when the job was in liquidated damages time), the overall effect on the completion of the bridges was longer. This work also involved the progress of the AC paving as the final AC lift over the bridge decks required a change in the AC plant. Twenty-one days for the bridge delays plus seven days for AC paving delay are recommended.

3. Grading overruns. There were significant deviations from the contract quantities on three of the four major earthwork items: Embankment Foundation Excavation, overrun 33.7 percent; Granular Backfill, overrun 34.6 percent; General Excavation, underrun 6.8 percent; and Embankment in Place, overrun 35.7 percent. The net quantity overrun from the contract quantity was 177,149 cubic yards. The contractor requests 32 days on this reason, but he does not show how it was derived. At the average production rate of 6,783 cubic yards per day, 26 days are justified. This would represent the time during the latter part of the 1971 grading work.

4. Added perforated pipe on Price Agreement 10. The contractor requests 15 days on this reason. The Price Agreement, dated July 1972, added 1,940 feet of perforated pipe in the cut areas. The work was done intermittently after surfacing was completed between November 3 and 16, 1972, all on penalty time. It was concurrent with other regular contract time, such as guard rail, illumination and seeding and mulching. It is mentioned in the weekly reports on seven specific days during this interval. Seven days are recommended.

5. A reason not given by the contractor which apparently occurred after he prepared his request concerns Extra Work Order 14 which called for the installation of Type "E" Joint Seals at some of the structures. The Extra Work Order is dated December 1, 1972, and some of the work was accomplished during March 1 and 2, 1973 (the last two days of the contract time counted). Extension for these two days is recommended.

These five items total 70 days' recommended time extension. This would leave 16 days and $4,800 in effect. We request your approval.

JAB:fw/HSC:ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
Vince Gallagher

7514

May 25, 1973

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th
Portland, Oregon 97205

Gentlemen:

Contract No. 7514 awarded to Peter Kiewit Sons' Company for work on the North Powder-Powder River Section of the Old Oregon Trail in Union and Baker Counties was completed on March 2, 1973, and accepted by the Highway Commission on May 23, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 31, 1973.

No claims for labor or material have been filed with us.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

du

cc Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663
bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hauck
Wendell Schwartz

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7514

/NOTED
H. S. [illegible]

Salem, Oregon
April 6, 1973

SUBJECT: William R. Lewis Damage Claim
North Powder-Powder River Section
Old Oregon Trail Highway
Contract No. 7514

To: Jack L. Sollis
Assistant Attorney General

FROM: C T Keasey
C. T. Keasey
Construction Engineer

Forwarded herewith for your information are reports assembled and prepared by Region V covering the flooding and alleged damages to a field owned by Mr. William R. Lewis of North Powder, Oregon.

This flooding occurred as a result of high water in the North Powder River beginning on May 29, 1972, and apparently continuing for several days. The flood waters left the main river channel through an existing overflow channel, flowed into a pond created as a result of removal of borrow material by our contractor, then flowed across Mr. Lewis' property and finally returned to the river. This pond through which the flood waters flowed is actually an enlargement of an old pond and gravel pit owned by the State Highway Division and used on the subject project as a borrow source.

The overflow channel through which the water entered the pond formerly crossed the State-owned property behind a spoil or waste area and returned to the river within the boundaries of the State property. The excavation of the borrow material and extension of the pond through the spoil or waste area and across the old overflow channel directed the overflow flood waters into the whole pond area. The exit from the pond occurred at the point of lowest elevation, some 700 to 800 feet easterly and downstream from the original point of re-entry to the river. At this point, the water crossed the property boundary onto Mr. Lewis' field and proceeded to follow its path of least resistance.

It should be noted that the contractor, Peter Kiewit Sons, had negotiated with Mr. Lewis for and constructed a haul road from this borrow pit to the highway along a route near the river bank and more or less parallel to it. This hauling road entered the State-owned borrow source at a point between the old overflow channel and the point where the water exited from the pond. Although the hauling road had been removed and the field more or less restored, it appears from the enclosed aerial contour map that this hauling road may have prevented this water from re-entering the river sooner, which would probably have flooded less of Mr. Lewis' field.

Following this flooding, the Highway Division installed a 36-inch overflow pipe from the northeasterly corner of the original pond to the river in an attempt to keep the pond level below the point where it would flow onto the Lewis field. It is not known if this pipe will adequately handle the quantity of water necessary to control this flooding.

It appears obvious that we did create, or allow to be created, a situation on our property which resulted in the flooding and alleged damage to Mr. Lewis' field. We have attempted to correct the flooding problem by the installation of an overflow culvert from the pond, but this is as yet untested.

From the photographs of the parts of Mr. Lewis' field across which the flood waters flowed, and from the reports submitted from the Region, it would appear that the damages have been greatly exaggerated. It would also appear that the condition of the field after removal of the hauling road and reclamation of the surface may have contributed to any alleged damage to the field by preventing the water from returning to the river.

If you need any further information on this matter, we will be happy to assist you.

CTK:fw
Enc.
cc:H. S. Coulter ✓
W. E. Schwartz
Alfred E. Shirley, Jr.
D. H. Moehring

RECEIVED
APR 9 1973
Office of
Assistant State Highway Engineer

7514

5

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North Powder-Powder River

WEEK ENDING: 3-9-73

SECTION PREFIX: 631-1069

HIGHWAY: Old Oregon Trail

COUNTY: Union & Baker

NAME OF JOB: North Powder-Powder River Section

KIND OF WORK: Grading, Paving, Signing, & Structures

CONTRACTOR: Peter Kiewit Sons' Co.

CONTRACT NUMBER: 7514

FEDERAL AID PROJECT NUMBER: I80N-7(32)284

DATE OF CONTRACT: 12-16-70

DATE WORK STARTED: 1-26-71

ESTIMATED COMPLETION DATE: 3-2-73

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 450

WORK DAYS USED:

CALENDAR DAYS USED: 536

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 119

PROJECT AUTHORIZATION: $5,540,887.91

EXCLUSIVE OF ENGINEERING: $5,146,889.22

ENGINEERING AUTHORIZATION: $394,018.69

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $5,106,625.00

ENGINEERING COST TO DATE: $479,491.51
This week 1,004.74

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.8

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 121.7 %

DATE PROJECT WAS COMPLETED: 3-2-73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.7	4.7		4.7	4.7
MILES PARTIALLY COMPLETED	4.7	4.7		4.7	4.7
MILES COMPLETED	4.7	4.7		4.7	4.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,270,000 cy	355,000 ton		380 ton	129,600 sy
TOTAL QUANTITIES CORRECTED TO DATE	1,409,000 cy	347,000 ton		239 ton	125,000 sy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,409,000 cy	347,000 ton		239 ton	125,000 sy
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7292A & B	7293A & B	9499 & A	9500	9801 & A	7349	7349A	7306A
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Cloudy	0		
MONDAY 5	Fair	0		
TUESDAY 6	Fair	0		
WEDNESDAY 7	Fair	0		Project completed 3-2-73 A
THURSDAY 8	Cloudy	0		
FRIDAY 9	Overcast-Rain	0		
SATURDAY 3	Overcast-Windy	0		

RECEIVED
MAR 12 1973
CONSTRUCTION SECTION

Kelly K
Bond
Jackmond
Pease
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

4 SUNDAY	
5 MONDAY	Placing additional slope paving requested on slopes low side of each structure N. Powder Interchange.
6 TUESDAY	Completed additional slpoe paving for erosion control. Final inspection by A. Shirley, R. A. Nichols
7 WEDNESDAY	No activity
8 THURSDAY	No activity
9 FRIDAY	Hauling & placing additional base material under some Guard Rail tapers asked for by R. A. Nichols Tuesday. Project Complete
3 SATURDAY	

REMARKS

This is Final Report
Semi Final will be submitted as soon as results of Precheck are received from Salem probably next week.

SIGNED J M Fillmor LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No activity
MONDAY 5	Working on FA #14, extra slope paving on Bridges # 9499 & A.
TUESDAY 6	Working on FA #14 ,scraping & painting abutments wall above slope pamement on Bridges 9499 & A. Final Inspection with R.A. Nichols,Bud Shirley,Dwayne Shubert, Tony Mader, Mort Fillmore and Joesph Schlieski.
WEDNESDAY 7	Working on FA #14.Cleaning up existing slope paving.
THURSDAY 8	No activity
FRIDAY 9	No activity
SATURDAY 3	No activity

REMARKS

Status: All structure, signing and illumination work completed.
Semi-final supporting data submitted to H. M. Fillmore February 23, 1973.
This is last weekly report for structures.

SIGNED Joseph A. Schlieski LOCATION La Grande
Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7514 3-6-73 STATE COPY 5

cc: OSHD (A E Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

est

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 19	COUNTY Baker	DIVISION Oregon
DATE OF INSPECTION 3/6/73	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-7(32)284
IN COMPANY WITH *See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 120 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

NOTED
H. S. COULTER

MAR 1
REGIONAL OFFICE

N. POWDER-POWDER RIVER SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

The work to be performed under the original contract was completed satisfactorily. There was still some minor work in progress such as extending the paving blocks under the N. Powder Interchange structures to prevent erosion and minor cleanup. Both of these operations were expected to be completed before the end of the date of this inspection. The writer did notice excessive space between bottom of the guardrail and the ground in some areas and requested that this space be reduced by the addition of base rock. The Highway Division and the contractor agreed to do the work. Since this work was beyond the scope of the contract the writer recommends that the project be accepted as of March 6, 1973, the date of this inspection.

The time required to do the contract work was in excess of that allowed in the contract; however, the resident engineer told me there is adequate justification for additional time so liquidated damages should not be charged.

In company with: Alfred Shirley, Reg Constr Engr, OSHD
H. M. Fillmore, Res Engr, OSHD
Joe Schlieski, Res Bridge Engr, OSHD

3-19-73
cy Constr.
Young

RECEIVED
MAR 16 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 15 '73
REFER TO
FOR

FORM PR-338
(REV. 6-70)

PREVIOUS EDITIONS WILL BE USED

75141 **STATE COPY** 5

MONTHLY TRANSACTION NUMBER 1-28	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
PROJECT REPORT NUMBER 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Union & Baker
MODIFICATION NUMBER 1	(PPM 21-7) 1-16-73	PROJECT NUMBER I-80N-7(32)284

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 23, 1970, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,398,267	$ 5,727,057
Federal Funds	$ 4,980,440	$ 5,283,303
Other revisions		

This modification is made for the following reasons:

Increased quantities of bid items, and including approved items that were previously retained in Program Status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of January, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Oregon State Highway Division
(Official name of Highway Department)

By L. H. Young for E. A. Hunter

Assistant State Highway Engineer
(Title)

By ______________________
(Division Engineer)
for G. L. Green

By ______________________

____
(Title)

By ______________________

____
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-469

Oregon State Highway Division

Federal Aid Project
No. I-80N-7(32)284

NORTH POWDER-POWDER RIVER SECTION ON
THE OLD OREGON TRAIL HIGHWAY IN UNION & BAKER COUNTIES

Salem, Oregon, January 12, 1973

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 1190+00 to Sta. 1438+00)

Subtotal on previous estimate of December 16, 1970	$4,051,333.70

Previous Estimate

Embankment Foundation Excavation	43,500 cu.yd.	2.00	87,000.00
Embankment in Place	550,000 cu.yd.	1.00	550,000.00
Watering	18,000 M-gal.	3.00	54,000.00
			$ 691,000.00

Revised Estimate

Embankment Foundation Excavation	58,200 cu.yd.	2.00	$ 116,400.00
Embankment in Place	774,500 cu.yd.	1.00	774,500.00
Watering	27,000 M-gal.	3.00	81,000.00
PA 1 Seed and Mulch Borrow Area			
Seeding	60 acres	80.00	4,800.00
Mulching	60 acres	160.00	9,600.00
Grass Seed	1,200 lb.	0.60	720.00
Fertilizer	240 CWT	12.00	2,880.00
			$ 989,900.00
	Net Increase		298,900.00
	Subtotal		$4,350,233.70
	10% Engr. & Cont.		433,023.30
	Total		$4,783,257.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

Length of Roadway - - - - - - - 4.592 miles
Length of Structure - - - - - - 0.105 mile
Total 4.697 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,783,257.00	$4,412,554.00	$370,703.00
Structures	943,800.00	870,749.00	73,051.00
Total	$5,727,057.00	$5,283,303.00	$443,754.00

NOTE: The following item will be charged to Project No. I-80N-7(28)284 under prefix 601-1070.

Other Railroad Costs	All Required	$ 37,095.00

Group 1 - 100%

Prefix 631-1069

Contract No. 7514

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 12-72	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Baker & Union
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-23-70	PROJECT NO. I-80N-7(32)284

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

North Powder-Powder River Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-10-70	4.697
OTHER *(Specify)*		

FUNDS 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 5,398,267.00	FEDERAL FUNDS $ 4,980,440.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer DEC 23 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. I-80N-7(32)284

NORTH POWDER-POWDER RIVER SECTION ON THE OLD OREGON TRAIL HIGHWAY IN UNION & BAKER COUNTIES

Salem, Oregon, December 16, 1970

Project agreement estimate.

Type Code 6203
Roadway (Sta. 1190+00 to Sta. 1438+00)

Furnishing Field Laboratory Building	1 only	2,000.00	$ 2,000.00
Temporary Protection and Direction of Traffic	All Required		42,000.00
Clearing and Grubbing	All Required		178,800.00
Removal of Structures and Obstructions	All Required		20,000.00
Ditch Excavation	6,050 cu.yd.	2.00	12,100.00
Embankment Foundation Excavation	43,500 cu.yd.	2.00	87,000.00
Granular Backfill Material	43,500 cu.yd.	1.00	43,500.00
General Excavation	720,000 cu.yd.	0.70	504,000.00
Toe Trench Excavation	1,550 cu.yd.	3.00	4,650.00
Embankment in Place	550,000 cu.yd.	1.00	550,000.00
Overhaul	168,000 C-yd.sta.	0.001	168.00
Trench Excavation	6,750 cu.yd.	6.00	40,500.00
Finishing Roadbed and Slopes	All Required		5,000.00
Obliteration of Roadway	2,700 sq.yd.	0.25	675.00
Excavating and Stockpiling Topsoil	62,500 cu.yd.	0.50	31,250.00
Placing Topsoil	62,500 cu.yd.	0.75	46,875.00
Watering	18,000 M-gal.	3.00	54,000.00
Bituminous Base Mixture	72,000 ton	4.30	309,600.00
Asphalt in Bituminous Base Mixture	4,060 ton	41.50	168,490.00
Plant Mix Aggregate Base	355,000 ton	2.50	887,500.00
Class "B" Asphalt Concrete Mixture	57,600 ton	4.75	273,600.00
Asphalt Cement in Mixture	3,750 ton	41.50	155,625.00
Asphalt in Tack Coat	40 ton	53.00	2,120.00
3/4"-0 Aggregate in Prime Coat	2,100 cu.yd.	4.25	8,925.00
MC-250 Asphalt in Prime Coat	380 ton	51.00	19,380.00
Reinforced Concrete Bridge End Panels	1,830 sq.yd.	25.00	45,750.00

Class "A" Concrete in Box Culverts	590 cu.yd.	130.00	76,700.00
Reinforcement in Box Culverts	100,000 lb.	0.17	17,000.00
Optional Drainage Structures, Sta. 1264+10	All Required		15,000.00
12-inch Culvert Pipe	40 lin.ft.	5.00	200.00
15-inch Culvert Pipe	1,760 lin.ft.	6.00	10,560.00
18-inch Culvert Pipe	1,360 lin.ft.	7.00	9,520.00
24-inch Culvert Pipe	1,500 lin.ft.	9.00	13,500.00
36-inch Culvert Pipe	300 lin.ft.	15.00	4,500.00
48-inch Culvert Pipe	260 lin.ft.	20.00	5,200.00
30-inch Siphon Pipe	1,280 lin.ft.	13.00	16,640.00
42-inch Siphon Pipe	400 lin.ft.	20.00	8,000.00
24-inch Irrigation Pipe	1,090 lin.ft.	10.00	10,900.00
36-inch Irrigation Pipe	1,020 lin.ft.	17.00	17,340.00
42-inch Irrigation Pipe	70 lin.ft.	21.00	1,470.00
54-inch Irrigation Pipe	400 lin.ft.	24.00	9,600.00
Extra for Pipe Under Pavement	80 lin.ft.	11.00	880.00
15-inch Paved Culvert End Slopes	11 only	200.00	2,200.00
18-inch Paved Culvert End Slopes	7 only	250.00	1,750.00
24-inch Paved Culvert End Slopes	17 only	300.00	5,100.00
36-inch Paved Culvert End Slopes	2 only	400.00	800.00
48-inch Paved Culvert End Slopes	22 only	500.00	1,000.00
Reinforced Concrete Ditch Lining	1,760 sq.yd.	10.00	17,600.00
Concrete Inlets, Type G-2	2 only	300.00	600.00
Concrete Inlets, Type G-2MA	14 only	350.00	4,900.00
Concrete Inlets, Type M-E	2 only	450.00	900.00
Concrete Siphon Boxes	8 only	1,000.00	8,000.00
2-Way Concrete Diversion Boxes	1 only	1,500.00	1,500.00
3-Way Concrete Diversion Boxes	1 only	2,500.00	2,500.00
3-Way Concrete Diversion Box and Siphon Box	1 only	3,500.00	3,500.00
Guard Rail, Type 1A	1,800 lin.ft.	3.70	6,660.00
Guard Rail, Type 2A	7,000 lin.ft.	4.50	31,500.00
Guard Rail Anchors	16 only	200.00	3,200.00
Extra for Guard Rail Bridge Connection	28 only	200.00	5,600.00
Type 2 Fence	62,000 lin.ft.	0.60	37,200.00
Type 3-70 Fence	450 lin.ft.	0.70	315.00
16' x 48" Single Gates	1 only	300.00	300.00
Concrete Curbs	30 cu.yd.	100.00	3,000.00
Extra for Asphalt Approaches	3 only	40.00	120.00

Loose Riprap, Class 50	2,370 cu.yd.	4.30	10,191.00
Loose Riprap, Class 700	5,050 cu.yd.	3.80	19,190.00
26' Cattle Guards	4 only	3,000.00	12,000.00
Guide Posts, W-1	200 only	8.00	1,600.00
Guide Posts, Y-2	75 only	9.00	675.00
Metal Snow Fence	4,400 lin.ft.	5.00	22,000.00
Roadside Seeding	84 acre	80.00	6,720.00
Roadside Mulching	84 acre	160.00	13,440.00
Grass Seed, Crested Wheatgrass	1,700 lb.	0.60	1,020.00
Fertilizer, 22-16-8	340 cwt.	12.00	4,080.00
Signing			
Removal of Existing Sign Installations	All Required		100.00
Painted Wood Sign Posts	All Required		1,500.00
Sign Support Footings	All Required		3,375.00
Breakaway Sign Supports	All Required		9,300.00
Single Sign Supports	All Required		1,775.00
Double Sign Supports	All Required		775.00
Triple Sign Supports	All Required		1,150.00
Type "A" and "B" Signs in Place	1,879 sq.ft.	7.30	13,716.70
Type "C", "D" and "R" Signs in Place	873 sq.ft.	4.00	3,492.00
Type "E", "F" and "G" Signs in Place	158 sq.ft.	4.50	711.00
Type "U" Signs in Place	10 sq.ft.	6.00	60.00
Thermoplastic Pavement Arrows	2 only	100.00	200.00
Illumination			
Roadway Illumination Installation, Complete	All Required		30,000.00
			$4,005,833.70
Flagging (60% of Contractor's Costs)	All Required		$ 7,500.00
Railroad Protective Costs	All Required		28,000.00
Temporary Erosion Control	All Required		10,000.00
			$ 45,500.00
	Subtotal		$4,051,333.70
	10% Engr. & Cont.*		403,133.30
	Total		$4,454,467.00

*Reduced in accordance with paragraph 5 (project field office) of PPM 30-6.

Type Code X281
North Powder Intchge. (Br. No's. 9499 & 9499A) (Sta. "L" 1208+01 to
Sta. "L" 1209+47)

Shoring, Cribbing, Etc.	All	Required (31%)		$ 6,200.00
Structure Excavation	560	cu.yd.	10.00	5,600.00
Structure Excavation Below Elevations Shown	50	cu.yd.	10.00	500.00
Furnish 10 BP 42 Steel Piling	4,115	lin.ft.	5.00	20,575.00
Drive Steel Piles	84	only	150.00	12,600.00
Splice Steel Piles	21	only	30.00	630.00
Class "A" Concrete (836 cu.yd.)	All	Required (32%)		102,080.00
100'/105' Type IV Prestressed Beams	12	only	3,600.00	43,200.00
Reinforcement (130,400 lb.)	All	Required (26%)		18,200.00
Three Tube Metal Railing	572	lin.ft.	20.00	11,440.00
Preparation of Slopes	460	sq.yd.	4.00	1,840.00
Concrete Slope Paving	460	sq.yd.	10.00	4,600.00
8-inch Culvert Pipe	290	lin.ft.	3.00	870.00
1-1/4-inch Electrical Conduit	180	lin.ft.	5.00	900.00
				$ 229,235.00

N. Powder (Twin) O'xing UPRR (Sta. "L" 1216+36.16 to Sta. "L" 1218+34.66)
Br. No. 7292A (Type Code X181) (Sta. "WB" 1216+11.32 to Sta. "WB" 1218+24.32)

Shoring, Cribbing, Etc.	All	Required (26%)		$ 5,200.00
Structure Excavation	440	cu.yd.	10.00	4,400.00
Structure Excavation Below Elevations Shown	40	cu.yd.	10.00	400.00
Furnish 10 BP 42 Steel Piling	1,125	lin.ft.	5.00	5,625.00
Drive Steel Piles	15	only	150.00	2,250.00
Splice Steel Piles	4	only	30.00	120.00
Class "A" Concrete (530 cu.yd.)	All	Required (21%)		66,990.00
65'/70' Type III Prestressed Beams	10	only	1,700.00	17,000.00
70'/75' Type III Prestressed Beams	1	only	1,800.00	1,800.00
75'/80' Type III Prestressed Beams	7	only	2,000.00	14,000.00
Reinforcement (112,000 lb.)	All	Required (23%)		16,100.00
Two Tube Metal Railing	430	lin.ft.	12.00	5,160.00
8-inch Culvert Pipe	80	lin.ft.	3.00	240.00
1-1/4-inch Electrical Conduit	90	lin.ft.	5.00	450.00
				$ 139,735.00

Br. No. 7292B (Type Code X121) (Sta. "EB" 1216+61 to Sta. "EB" 1218+45)
(Widening Existing Structure)

Alterations to Existing Structure	All	Required		$ 8,000.00

Shoring, Cribbing, Etc.	All Required		6,000.00
Structure Excavation	350 cu.yd.	10.00	3,500.00
Structure Excavation Below Elevations Shown	30 cu.yd.	10.00	300.00
Furnish 10 BP 42 Steel Piling	675 lin.ft.	5.00	3,375.00
Drive Steel Piles	9 only	150.00	1,350.00
Splice Steel Piles	2 only	30.00	60.00
Class "A" Concrete (430 cu.yd.)	All Required		50,000.00
Lightweight Concrete	54 cu.yd.	130.00	7,020.00
Reinforcement (198,400)	All Required		26,000.00
Two Tube Metal Railing	375 lin.ft.	12.00	4,500.00
8-inch Culvert Pipe	80 lin.ft.	3.00	240.00
1-1/4" Electrical Conduit	220 lin.ft.	5.00	1,100.00
			$ 111,445.00

Type Code X181
N. Powder O'xing UPRR ("D" Line) (Br. No. 9500) (Sta. "D" 1221+30.52)
(Length 203')

Shoring, Cribbing, Etc.	All Required (15%)		$ 3,000.00
Structure Excavation	300 cu.yd.	10.00	3,000.00
Structure Excavation Below Elevations Shown	25 cu.yd.	10.00	250.00
Furnish 10 BP 42 Steel Piling	1,120 lin.ft.	5.00	5,600.00
Drive Steel Piles	14 only	150.00	2,100.00
Splice Steel Piles	3 only	30.00	90.00
Class "A" Concrete (420 cu.yd.)	All Required (17%)		54,230.00
60'/65' Type III Prestressed Beams	5 only	1,600.00	8,000.00
65'/70' Type III Prestressed Beams	5 only	1,700.00	8,500.00
70'/75' Type III Prestressed Beams	5 only	1,800.00	9,000.00
Reinforcement (92,500 lb.)	All Required (19%)		13,300.00
Three Tube Metal Railing	406 lin.ft.	20.00	8,120.00
8-inch Culvert Pipe	320 lin.ft.	3.00	960.00
			$ 116,150.00

Type Code X081
N. Powder Riv. (Sta. 1235+88) (Br. No's. 7293A & 7293B)
(Sta. "L" 1235+26.25 to Sta. "L" 1236+20.25)

Shoring, Cribbing, Etc.	All Required (15%)		$ 3,000.00
Structure Excavation	200 cu.yd.	10.00	2,000.00
Structure Excavation Below Elevation Shown	20 cu.yd.	10.00	200.00
Furnish 10 BP 42 Steel Piling	1,620 lin.ft.	5.00	8,100.00
Drive Steel Piles	36 only	150.00	5,400.00
Splice Steel Piles	10 only	30.00	300.00

Class "A" Concrete (328 cu. .)			
95'/100' Type IV Prestress Beams	Requir 3%)		41,470.00
Reinforcement 1,800 lb.	nly 3,	)0	40,800.00
Three Tube M Railing	7 quiro 1%)		9,800.00
	in.ft.	)0	7,620.00
			$ 118,690.00

Type Code X0

Powder River No's. 9 & 9801A) (St "L"139 to S 'L"1393+15.00)

Shoring, Cribb Etc.	7 Requi (13%)		$ 2,600.00
Structure Excav n	cu.yd.	.00	3,000.00
Structure Excav n Belo Elevations S			
Furnish 12 BP eel Pi	cu.	).00	250.00
Drive Steel P	li	5.50	5,445.00
Splice Steel	on	0.00	4,050.00
Class "A" Conc (434 c .)	o	30.00	210.00
115'/120' estress Beams	red (17%		54,230.00
Reinforcement (,400 lb.)	12	200.00	50,400.00
Three Tube Metal Railing	All ired (1		12,600.00
	498 .ft.	20.00	9,960.00
			$ 142,745.00
	Subtotal		$ 858,000.00
	10% Engr. & .		85,800.00
	Total		$ 943,800.00

Length of Roadway - - - - - - 4.592 mi

Length of Structure - - - - - - 0.105 mi

Total 4.697 mil

Cost of Roadway Per Mile - - - $970,049.43

Reta d in Program Stat

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Pavement Striping	All Required	300.00
Seeding Contractor Furnished Borrow Area	All Required	13,600.00
	otal	$ 15,900.00
	Engr. & C .	1,590.00
	Total	$ 17,490.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$4,454,467.00	$4,109,691.00	$344,776.00
Structures	943,800.00	870,749.00	73,051.00
Subtotal	$5,398,267.00	$4,980,440.00	$417,827.00
Retained in Program Status	17,490.00	16,136.00	1,354.00
Total	$5,415,757.00	$4,996,576.00	$419,181.00

NOTE: The following item will be charged to Project No. I-80N-7(28)284 under Prefix 601-1070.

Other Railroad Costs All Required $ 37,095.00

State Funds for Const.: Chap. 175, Laws 1917; Chap 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1-100%
Prefix 631-1069
Contract No. 7514
Baker County 50%
Union County 50%

NORTH POWDER-POWDER RIVER SECTION

PROJECT NO. I-80N-7(32)284

Railroad Protective Service Union Pacific Railroad

Figure full flagging crew for four (4) months with headquarters in Haines.

1 Section Foreman @ $3.67 per hr.	
$3.67 x 8 hr. x 21 da. x 4 mo. = - - - - - - - -	$ 2,466.24
2 Section Laborers @ $2.98 per hr.	
2 men x $2.98 x 8 hr. x 21 da. x 4 mo. = - - -	4,005.12
Travel Time @ $4.60 per round trip per employee.	
3 men x $4.60 x 21 da. x 4 mo. = - - - - - - - -	1,159.20
Subtotal	$ 7,630.56
+ 35% Payroll Additives - - - - - - - - - - - - -	$ 2,670.70
TOTAL COST OF FLAGGING CREW	$10,301.26
Engineering inspection cost from Exhibit "C" of proposed UPRR-OSHD Agreement - - - - - - - -	$17,380.00
TOTAL RAILROAD PROTECTIVE COST	$27,681.26
STATE WILL PAY	$28,000.00

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JAN 5 - 2

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7514

DATE January 4, 1973

TO O. L. Green, Division Engineer
~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
Federal Highway Administration

Federal-aid Project
No. I-80N-7(32)284

FROM

ORIGINAL SIGNED BY
R. D. A[illegible]

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7514 State Force Order No. 18

Project North Powder - Powder River

Highway Old Oregon Trail

Counties Union and Baker

The order covers California - Pacific utilities furnishing and installing a power pole to provide power for a flashing amber light on the "Keep Right" sign in the gore area at station 1186. This installation is necessary to facilitate opening of this section to four lane traffic.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this order is $110.00 with Federal participation of $99.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on December 21, 1972.

Your approval as of December 21, 1972 is requested.

Attach.

JK:dgk

RECEIVED
JAN 4 - 1972
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OREGON STATE
HIGHWAY DIVISION

7514

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 3, 1973

TO ~~G. L. Green, Division~~ Engineer
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-7(32)284

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7514 Extra Work Order No. 15

Project North Powder - Powder River

Highway Old Oregon Trail

Counties Union and Baker

This order covers the cost of adjusting the length of the breakaway sign posts on the triple sign support located at station "G" 1211+40 Rt. An error was made while verifying the length of the posts in the field.

Due to the urgency to have this sign in place before the project was opened to traffic the contractor was instructed to make the adjustment before approval of this work was obtained.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer December 27, 1972 retroactive to December 18, 1972 the date the work was performed.

Your retroactive approval as of December 18, 1972 is requested.

Attach.

BMW:dgk

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DEC 15 1972

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7514

TO G. L. Green, Division Engineer
Federal Highway Administration

December 13, 1972

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. I-80N-7(32)284

SUBJECT Request Change Order Approval

Contract 7514, Extra Work Order No. 14

Project North Powder-Powder River

Highway Old Oregon Trail

Counties Union and Baker

This order covers the cost of removing type "C" expansion joint seals and replacing them with type "E" seals on both structures in the North Powder Interchange. Field inspection of the deck joints revealed that the joint seals specified on the contract plans was not providing a watertight joint as required. Installation of a type "E" seal will produce the desired results.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Bridge Engineer, November 15, 1972.

Your approval as of November 15, 1972 is requested.

Attach.

BW:ed

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DEC [illegible] - 1972
FOR FILING

7514

S

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1972

SUBJECT: Property Owner's Claim
North Powder-Powder River Section
Old Oregon Trail Highway
Contract No. 7514

To: L. I. Lindas
Chief Counsel

FROM:

John A. Bond
Construction Administration Engineer

NOTED
A. E. JOHNSON

In accordance with our phone conversation, I am sending attached the November 2 letter and billing in the amount of $27 from Mr. V. Ray Rowan of North Powder and a copy of Mr. Schwartz' November 14 letter ciring the circumstances related to this bill.

This claim from Mr. Rowan is for restoring the sewer which serves his home in North Powder after the sewer was damaged by placement of a sign post by our contractor at a location which we had staked. I understand the State's liability in this situation is likely covered by our personal liability or tort claim insurance.

We would appreciate your referring this on to our insurance carrier with an acknowledgement to Mr. Rowan, the Region and this office.

JAB:fw
Enc.
cc A. E. Johnson
W. E. Schwartz

RECEIVED
DEC 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 14, 1972

Routing
Keasey
Pease
Glenn
Johnson
Litchfield
Berg

RECEIVED
NOV 15 1972
CONSTRUCTION SECTION

SUBJECT:

Property Owner's Claim
North Powder-Powder River Section
Old Oregon Trail Highway
Contract No. 7514

To:

C. T. Keasey
Construction Engineer

SALEM

A private property owner has submitted a bill to the Highway Division for expense he incurred as a result of construction activity on the above project.

Mr. V. Ray Rowan, the property owner, made a trip from Joseph to his home at North Powder to take care of a sewer problem. The sewer problem ultimately turned out to be a highway sign post, planted by our contractor, through the sewer lateral serving Mr. Rowan's home. The sign post was placed at this spot as a result of a stake set by our engineering crew.

I feel that the bill is legitimate and reasonable. I believe that the expense is a legitimate charge to the job occasioned by an engineering error. Submitted herewith is the bill from Mr. Rowan, together with State Force Order No. 11 which was prepared as a means of compensating Mr. Rowan for his expense.

Because of the size and nature of the claim, we have not sought FHWA approval. Your approval is recommended.

Wendell E. Schwartz
Wendell E. Schwartz
Regional Engineer

WES:sh
Enclosures

cc Mort Fillmore

1818

Hand delivered to Region Office 11/2/72

Nov. 2nd 1972

On about Oct 20th 1972 I traveled from Joseph Oregon To Repair Sewer @ North Powder Oregon. My Sewer at My Home 915 2nd st. North Powder was stopped up from a sign Post planted in it By The Hiwy Dept. or Contracter on North Powder Freeway Project.

I would like Reimbursement For My Expenses.

200 Miles Travel	$15.00
3 Hrs Labor	12.00
Total	$27.00

☑ RE ☑ RCE ☐ RBE ☐ RME
☑ ROE NOV 2 1972 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

V. RAY Rowan
P.O. Box 142
North Powder
Oregon 97867

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RECEIVED
NOV 21 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7514

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 20, 1972

TO G. L. Green, Division Engineer
[illegible]
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programming Engineer

Federal-aid Project
No. I-80N-7(32)284

SUBJECT Request Change Order Approval

Contract 7514, Extra Work Order No. 12

Project North Powder-Powder River

Highway Old Oregon Trail

Counties Union & Baker

The order covers moving a sign support footing which was inadvertently erroneously located.

Attached are copies of a letter from the Regional Maintenance Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 27, 1972.

Your approval as of October 27, 1972 is requested.

Attach.

JH:ed

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FORM 2-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

75.14

Salem, Oregon
November 17, 1972

SUBJECT: Guardrail Posts

To:
Mr. W. E. Schwartz
Region Engineer
P. O. Box 850
LaGrande, Oregon 97850

I am enclosing a copy of a Memo received from Ed Rief on November 15. I believe the problem is self evident.

It is my understanding that the 4000 or so guardrail posts and 8000 blocks which are stored in the La Grande yard were bought and paid for. They apparently did at one time, about a year ago, meet the requirements of Oregon State Standards. However, wood, like many natural products, changes with time. Therefore, a post which met the checking specifications a year ago may now have checked to an extent outside the specifications.

This raises a question of double jeopardy. A person may be tried for the same crime only once. For how many years running must a guardrail post be expected to meet the specifications? If these posts have gone out of specifications to the extent indicated in one year, and if these posts are expected to meet the specifications each time they may be presented for use over the next several years, the Division made a poor purchase in buying them from the contractor at the contract price.

On the other hand, the specifications for the contract on which the stored posts were to have been used cannot be ignored. However, as I understand it, the posts taken from storage are to be replaced when green post stock is again available - in perhaps 60 to 90 days. But, aren't the specifications being complied with if the stored posts are used as-is (excepting obvious physical damage) and their replacements, which go back into storage, meet the current specifications?

Another question to which I do not have the answer is, "Were the returned posts actually rejectable under the specifications?" The West Coast Lumber Inspection Bureau and the Western Wood Products Association grading rules define the method of measuring depth of checks on pages 149 and 143, respectively. It has been my experience that many inspectors in the field are not measuring checks in accordance with the specifications. They are measuring the maximum depth of penetration as the depth of the check. Also, opposite checks must be in nearly the same plane. Checks in planes separated by, say, 1/4-inch are not considered by the grading industry to be opposite checks.

If we are going to cite the WCLIB & WWPA grading rules for acceptance of posts, our inspectors are going to have to look at the posts using the same philosophy with which the specifications were written.

I have talked to Carroll Keasey about including a session on lumber grading in the winter Resident Engineers' Meetings. The Western Wood Products Association has offered to provide an instructor. From the problems the wood post industry has been experiencing this last summer and fall, I would say some form of training is long overdue. Failure to achieve some agreement between plant and field on acceptance criteria will mean that wood posts will no longer be available in Oregon.

JOHN C. JENKINS
Engineer of Materials & Research

Enclosure

JCJ:ab

cc: A. E. Johnson
C. T. Keasey
E. J. Rief

RECEIVED
NOV 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 14, 1972

SUBJECT: Guardrail Posts & Blocks

To: File

Mr. Bob Gilsdorf of Pacific Wood Treating gave me the following message at 9:30 a.m. today:

State Contract No. 7514, North Powder-Powder River Section, 245 wood guardrail posts and 700 blocks are rejected on the project. State Contract No. 7491, Baldock Slough-Richland Intch., 40 guardrail posts and 250 blocks are rejected on the project. They were shipped from the La Grande stock. Mr. Gilsdorf is going to call for reinspection in the field.

Mr. Gilsdorf further asked who is responsible to determine if the Resident Engineer is qualified to determine if the posts and blocks are on or off grade. When will we inspect the stock at Ridgefield returned from various projects?

Mr. Gilsdorf will write a letter confirming this phone call.

Ed J. Rief
Dist. Insp. Engr.

EJR:ljp
cc: John C. Jenkins, Salem Lab.

RECEIVED
NOV 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
JOHN C. JENKINS

RECEIVED
OCT 1[illegible] 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7514

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 11, 1972

TO G. L. Green, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programming Engineer

Federal-aid Project
No. I-80N-7(32)284

SUBJECT Request Change Order Approval

Contract 7514 Extra Work Order No. 4, Supplemental No. 1

Project North Powder - Powder River

Highway Old Oregon Trail

County Union & Baker

The order covers shaping the fish pond dike which was constructed during the Spring runoff. The dike was constructed at the upper end of the North Powder fish pond to reduce erosion.

Attached are copies of a letter from the Regional Construction Engineer.

This additional work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 22, 1972.

Your approval as of September 22, 1972 is requested.

Attach.

JK:dgk

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OCT 30 1972
FOR FILIN

.7514.

10-6-72

STATE COPY

FORM PR-33B
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Nichols
Engr Coord

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS est

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No. 10	Report No. 16	County Union and Baker	Division Oregon
Date of Inspection 10/4-10/6/72	Inspection Made By P. E. O'Neil, Asst Area Engineer		Project No. I-80N-7(32)284
In Company With H. Fillmore, Res Engr & J. Juniper, Asst Res Engr, OSHD; D. Noyes, Trainee, FHWA.			
Quality of Work* Satisfactory	Progress of Work Unsatisfactory	Time Elapsed 104.9 %	Work Completed 90 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

COPY SENT
OCT 17 1972
REGIONAL OFFICE

*(*Not applicable for all Contracts.)*

to Const
cy Bridge
10-19-72

NORTH POWDER - POWDER RIVER SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

NOTED
A. E. JOHNSON

1. SCOPE OF INSPECTION

The purpose of this inspection was to review the contractor's paving operation, the State's paving inspection procedures, and to review the progress payment items for the paving.

2. FINDINGS

a. The State had a sufficient and capable engineering staff to perform the quality and quantity measurements and to exercise quality control throughout the job inspection and testing. However, the test man, Mr. Bauer, did not have his AC card.

b. The cold-feed bins did not have adequate bulkheads to prevent intermingling of the different sized aggregates.

c. The State had sufficient number of job control and record tests to assure that we are getting a quality product; however, the record test results are not available soon enough to be effective.

3. COMMENTS AND RECOMMENDATIONS

The engineering staff was very observant and when a problem occurred they acted immediately to correct it. For instance, the contractor was in the process of placing a lean load of material and the street inspector caught it, rejected it, and had that portion that was placed on the grade removed.

Inadequate bulkheads on the cold-feed bins can lead to intermingling of material and an out-of-spec product. It is recommended that the State have future plants install bulkheads.

(more)

10-19-72
Johnson
cy Young

On this job and on other projects, it is found that the record test results are 3-4 weeks in returning to the resident's office for comparison with the job control test results. Some of the affectiveness of the comparison is lost due to this long span of time. The State should attempt to alleviate this problem.

Backup notes for this inspection are attached to the Division office copy of the report.

RECEIVED
OCT 19 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1972
FOR FILING

7514

5

MARWAIS STEEL COMPANY
One Barrett Avenue • P. O. Box 1208 • Richmond, Calif. 94802
Telephone 524-7311 • Cable Address: Weismer

CERTIFIED MAIL NO. 375757, 375758, 375759 September 15, 1972

RETURN RECEIPT REQUESTED XX

Re: STATE OF OREGON CONTRACT
No. 7514 Project I-80N-7(32)284

PETER KIEWIT & SONS
Post Office Box 197
North Powder, Oregon

Gentlemen:

This is to advise you that on 9/12/72, we shipped Highway Guard Rail material for installation on the above project to Coral Corporation of Gladstone, Oregon, a sub-contractor for your firm on this project. This material was billed on our invoice no. 09-023, dated 9/12/72 in the amount of $ 6,733.46.

This advice is a routine procedure followed by this Company and is not a refection of the credit standing of your sub-contractor.

Very truly yours,
MARWAIS STEEL COMPANY

James E. Cameron
Credit Manager

JEC:cb

CC: Coral Corporation
Sub-contractor
State of Oregon ✓

RECEIVED
SEP 21 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
AUG 24 1972

FOR FILING

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7514

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **August 22, 1972**

Federal-aid Project
No. I-80N-7(32)284

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request; Change Order Approval**

Contract 7514 Extra Work Order No. 11

Project North Powder - Powder River

Highway Old Oregon Trail

Counties Union and Baker

This Order covers the cost to extend an existing irrigation pipe under the Frontage Rd. at station FR 1235+00. The construction of the frontage road severed the ditch leading to the existing facility. No provisions were made in the contract work to re-establish this irrigation system.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer July 25, 1972.

Your approval as of July 25, 1972 is requested.

Attachments

BMW:kds

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7514

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 1, 1972

Federal-aid Project
No. I-80N-7(23)284

TO
G. L. Green, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
R. D. ASBURRY
by
L. H. Young
Programing Engineer

SUBJECT
Request Change Order Approval

Contract 7514 Extra Work Order 10

Project North Powder-Powder River

Highway Old Oregon Trail

Counties Union and Baker

This order covers the costs of repair of minor rock pockets and painting of existing columns and collision walls at bents 2 and 3 on the North Powder O'xing UPRR Bridge No. 7292B to match the surface finish of the new widened portion of the structure.

Copies of the engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer June 30, 1972.

Your approval as of June 30, 1972 is requested.

Attachments

BMW:dgk

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JUL 3 - 1972
FOR FILING

7514

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **July 3, 1972**

Federal-aid Project
No. I-80N-7(23)284

TO **G. L. Green, Acting Division Engineer**
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT **Request: Change Order Approval**

Contract 7514 Extra Work Order No. 9

Project North Powder-Powder River

Highway Old Oregon Trail

Counties Union and Baker

This order covers the installation of membrane waterproofing as manufactured by Koppers Co. on all of the westbound structures on this project. Extra Work Order No. 5 had previously been approved by your office covering the installation of Petromat membrane waterproofing on these structures, this installation has been found to be unsatisfactory and is deleted by this order.

Copies of Engineer's letter of explanation and documentation of the deletion of Extra Work Order No. 5 are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Bridge Engineer June 14, 1972.

Your approval as of June 14, 1972 is requested.

Attachments

BMW:kds

RECEIVED
JUN 8 1972
FOR FILING

7514

June 7, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-80N-7(32)284

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY
L. M. Young
Programming Engineer

SUBJECT Request; Change Order Approval

Contract 7514 Extra Work Order No. 8

Project North Powder-Powder River

Highway Old Oregon Trail

County Union & Baker

The order covers adjusting 300 feet of fence which had been previously installed. The work is necessary due to an error in staking the original installation.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 23, 1972.

Your approval as of May 23, 1972 is requested.

Attachments

JK:js

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JUN [illegible] 1972
FOR FILING

Gen'l File -

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7514

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 2, 1972

To: Metropolitan Engineer
Region Engineers

SUBJECT: FHWA Statewide Inspection in Depth
Quantity and Cost Controls

copy to fed aid audits

557 FROM: C T Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Recently four of our Interstate projects were inspected by Auditors of the FHWA. Generally, their comments were quite favorable, but there was one area in particular in which three of the projects deviated seriously from the prescribed method of payment. This is in the area of partial payment for material on hand.

Each of you should review thoroughly the provisions of Article 109.10, Advance on Materials, in the General Specifications and review this with your Resident Engineers to insure that this specification is strictly adhered to. Also, the special provisions for each project should be reviewed to see if there is any specified deviation from the general provisions in this area.

All such partial payments must be clearly documented and back-up data retained with each estimate to show how the quantities paid for were arrived at. Each Resident should review his materials on hand payments to make sure that all quantities are correct and can be fully supported, and if any errors are found in the calculation or payment, corrections should be made on the next estimate with proper documentation of the corrections.

CTK:fw

cc: R. E. Simpson - FHWA
A. E. Johnson

RECEIVED
JUN 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

③

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 23, 1972

In reply refer to: 10-35.5/
122.1

L. R. Backlund

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Advisory Memorandum 72-0-2

Attached for your information is a copy of the memorandum which covers the operational audit of construction activities.

If further action is taken or additional instructions issued relating to this report, we would appreciate being advised.

Enclosure

Routing
Keasey
Bond
Walker
Johnsen
RECEIVED
[illegible] 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

RECEIVED
MAY 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

③

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 23, 1972

In reply refer to: 10-35.5/
122.1

L.R. Backlund
FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Advisory Memorandum 72-0-2

Attached for your information is a copy of the memorandum which covers the operational audit of construction activities.

If further action is taken or additional instructions issued relating to this report, we would appreciate being advised.

Enclosure

Routing
Keasey
Bond
Walker
Johnsen
Pease
Glenn

RECEIVED
1972
CONSTRUCTION
SECTION

RECEIVED
MAY 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1972

In reply refer to: 10-35.9

TO : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

T. N. Lause

FROM : T. N. Lause, Division Auditor-in-Charge
Salem, Oregon

SUBJECT: Advisory Memorandum 72-0-2
Operational Audit-Construction Activities
Oregon State Highway Division

Our annual Statewide inspection-in-depth, (Phase 7), Quantity and Cost Controls was completed on four projects in the Pendleton-LaGrande area (State Region 5) during April 1972, as follows:

Contract Number	Project Number	Project Name
7514	I-80N-7(32)284	North Powder-Powder River
7563	I-80N-6(48)217	Pendleton-Emigrant Hill, East Unit
7566	I-80N-6(47)265	LaGrande-Ladd Canyon
7671	I-80N-6(49)271	Ladd Canyon

In general we found that controls relating to documenting contract work progress, material testing, timekeeping, and equipment utilization were excellent. However, deficiencies were found in the computation of Material on Hand allowances paid to contractors on three of the projects. Contractors were overpaid approximately $24,000 on progress estimates. Details are summarized as Item 1.

Our review also disclosed one isolated instance in which extra work was paid for under a contract item rather than by a price agreement as required by State procedure. The work involving the removal and reinstallation of a 3' length of existing culvert pipe was paid for at the unit bid price for 18" culvert pipe installed under Item 35, Contract 7671, Project I-80N-6(49). The amount of $21 involved in this instance (3 ft. at $7) is not significant; however, it is a breach in internal control which could become serious if unchecked.

The results of our review were discussed with the OSHD Regional Engineer who concurred in our findings and indicated that he would take appropriate action and discuss the matter with the resident engineer involved. We also discussed our findings with the FHWA Area Engineer.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 817-344

During our review we received excellent cooperation from all personnel of the Highway Division.

The annual report on construction activities will be issued during the second quarter of Fiscal Year 1973.

Distribution:
Regional Federal Highway Administrator
Regional Audit Manager

TNLause:cst

Item 1 - Payment for Materials on Hand should be made in accordance with the Standard Specifications

Paragraph 109.10 of the Oregon Standard Specifications provides for partial payments to contractors for acceptable materials which are to become an integral part of the finished construction and which are delivered and stored at or near project locations controlled by the State. The specifications provide that payments shall not exceed 90% of the net cost to the contractor of the material F.O.B. the work or approved site.

Payment to contractors on three projects for Materials on Hand were made on a a basis other than provided for in the Standard Specifications, as follows:

1. I-80N-6(47)265

   Progress payments were made for crushed and stockpiled aggregate for Item 19, plantmix aggregate base under Item 703, Materials on Hand. Payment was based on 100% of contractors production cost of $1.61 per cubic yard for 101,525 measured cubic yards. This amounted to progress payments of $163,455.25. The amount allowable under Paragraph 109.10 of the Standard Specifications was 90% of this amount or $147,109.73. The indicated overpayment to the contractor was $16,345.52.

2. I-80N-6(49)271

   Progress payments were made for culvert pipe, Contract Items 35, 36, 38, 39 and 40, delivered to the project site but not incorporated into the construction. The progress payments were based on 100% of the actual cost to the contractor of the pipe per vendor's invoices. No allowance was made for pipe bands delivered or for vendor's labor charges for fabrication of fittings included on the invoices. This method was used in lieu of the 90% of cost provided in the specifications. The method used resulted in a net overpayment to the contractor of $60.23.

3. I-80N-7(32)

   Progress payments under Item 719, Materials on Hand, were made for bituminous base aggregate produced and stockpiled at the project site by the contractor. Stockpile remeasure notes supported 24,753 cubic yards of material in stockpile. The cubic yards were converted to 46,783 tons by using a factor of 1.89 which included 30% for compaction per table on OSHD Form

(more)

E-377, Surfacing Calculation Sheet. The project engineer reduced the quantity to 43,000 tons to allow for contamination and applied 90% of the contractors unit price of $1.45 ($1.31) to arrive at progress amount totaling $56,330.

We discussed the reasonableness of the computations with the State Regional Engineer and the FHWA Area Engineer. They agreed that the 1.89 conversion factor used applies to material in place on the roadway and does not apply to material in stockpile. The Regional Engineer and the FHWA Area Engineer indicated that a factor of 1.4 to 1.5 would be more realistic. Our recomputation of the allowable amount, using the 1.5 factor, is shown below:

24,753 cubic yards X 1.5 factor	=	37,129.5 tons
90% of contractors cost	X	$1.31
Amount based on 1.5 factor		$48,639.65
Progress payments based on 1.89 factor		56,330.00
Estimated Overpayment		$ 7,690.35

Our discussions with the resident engineers disclosed that they did not fully understand the requirements of Standard Specification 109.10 or considered them as guidelines only which allowed for alternate methods.

In our opinion, continued deviation from Standard Specification 109.10 requirements could result in substantial overpayments to contractors and possible loss of Federal participation. We believe that a need exists for management to reacquaint resident engineers with the State requirements for computing the allowance for Materials on Hand.

The results of our review were discussed with W. E. Schwartz, Oregon Highway Division Reigonal Engineer. He indicated that his office would review the computations of all allowances for materials on hand for the above projects and appropriate corrections would be made, if necessary, on the next progress estimates. A Region 5 policy statement related to this finding was issued May 3, 1972 which clarifies the applicability of Paragraph 109.10 and will in our opinion prevent recurrence of this discrepancy. A copy of this policy statement is attached.

(more)

RECOMMENDATIONS

The affirmative action taken by the OSHD Regional Engineer eliminates a need for a recommendation at this time. Subsequent reviews will determine the effectiveness of the May 3, 1972 instructions to Resident Engineers of Region 5.

FORM 2-10X—30M—1-66 SP*12103-734

OREG N STATE HIGHWAY DEPAR ENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 3, 1972

SUBJECT:

To:

RESIDENT ENGINEERS
RESIDENT BRIDGE ENGINEERS

FHWA Audit

This past week four of our Interstate projects were inspected by auditors of the FHWA. In general their comments were very favorable. There was one area, however, in which three of the projects had deviated from the prescribed method of paying for material on hand. I would like for each of you to again review the provisions of Article 109.10, Advance on Material, to insure that this specification is strictly adhered to. Also examine your special provisions to see if they have anything to say on this subject.

Payment for manufactured products which the contractor purchased from a materials supplier should be at 90% of the contractor's invoice cost. Payment for materials manufactured by the contractor, i.e., crushed rock, should be a measured quantity times 90% of the contractor's cost to produce. You should retain backup data with each estimate which will clearly show how you arrived at the quantities paid. Don't take undocumented short cuts or go through a series of mental gymnastics which can't be supported to arrive at either the quantities or the costs.

Each of you should review your materials on hand to make sure that all quantities can be fully supported and to insure that the contractor has been fully and correctly paid. If you find any errors, correct them on the May 10 estimate, being sure that you document any corrections you make.

for C. C. Lang
W. E. Schwartz
Regional Engineer

OREGON DIVISION
MAY 4 1972

WES:sh

cc T. N. Lause, FHWA
C. T. Keasey

Form 7-108-356 75 14.

STATE COPY

G - 1P

EFFECTIVE DATE 3-10-72
Contingent upon modification of project agreement if additional funds are
[illegible]
Engineer
4-5-72
FEDERAL HIGHWAY

OREGON STATE HIGHWAY DEPARTMENT

STATE FORCES
NOT INVOLVED

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 8

Project Name North Powder - Powder River Section / Date February 29, 1972 /

Highway Old Oregon Trail / Contract No. 7514 / F. A. Project No. I80N-7(32 ~~25~~)

County Union and Baker / Prefix 631-1069 / Account No. 285 ~~279~~-08 /

Description of Work To Be Done: To reimburse California-Pacific Utilities Co. for installing Approx. 1300 lin. ft. of aerial electrical service.

RECEIVED
APR [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

To Const 4-13-72

Location by Station Numbers: FR 1258+75 to FR 1272 (approx)

Estimate of Quantities and Costs: Install Power Service, Lump Sum $712.00 /

NOTED
A. E. JOHNSON

Explanation: Power Service is required to operate a perminent Traffic Recorder to be Installed 100-ft Lt. of WB 1258+75.

Work has not begun.

INSTRUCTIONS Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs. Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.	Project authorization	$5,540,887.91
	Present estimate of project cost, including $712.00 / for work under this order	$5,540,887.91
	Expected under-run over-run (amount)	$0
	Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: R.D.Hector, Resident Engineer

Approval Recommended: R.W. Eger, Construction Engineer or Bridge Engineer

Approval Recommended: Alfred Shelley, Division Engineer, Region 2

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer ~~or Office Engineer~~

State Printing

RECEIVED
FEB 8 1972

files

I-80N-7(32)284
7514

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 31, 1972

RAILROAD COMPANIES
FILE No. 709

SUBJECT:
R/W File No. 44117
PUX 769 SXF 531
Private Roadway Agreements
North Powder-Powder River Section
Old Oregon Trail Highway
Baker and Union Counties
Contract No. 7514

To:
Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

Attached you will find one copy of the subject agreement.

The State's original fully executed counterpart has been handed to Velda DeGuire in the Right of Way Section for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: R. E. Simpson w/copy of agreements
F. B. Klaboe
A. E. Johnson
W. J. Hart "
V. E. Skoog "
R. N. Chase "
J. R. Oakes "
W. E. Schwartz "
K. D. Wolfe "
H. M. Fillmore "

Note to K. D. Wolfe: Please deliver the bluebacked counterparts to the contractor.

Fran

2-1-72.
noted in agreement book.

NOTED
FLOYD QUERY

Form E-204 (Rev. 11-70)

I-80N-7(32)284
7514

STATE COPY

G-11

APPROVED EFFECTIVE DATE 3-19-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 11-15-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name North Powder - Powder River Section
Date October 13, 1971
Highway Old Oregon Trail
Contract No. 7514
County Union & Baker
Prefix 631-1062
Contractor Peter Kiewit Son's Co.
F. A. Project No. I-80N-7(23)284
Address P. O. Box 1635 Walla Walla, Washington 99362
Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Membrane waterproofing - (Protecto-Wrap) bridge deck treatment.

This work shall consist of cleaning the concrete bridge deck surface, applying 2 coats of Protecto-Wrap primer, and placing M-400 membrane on the deck and curbs as detailed on our Standard Drawing # B-430 and as directed by the engineer.

NOTED
A. E. JOHNSON

D Cmet
11-19-71

Location by station numbers:

Sta. 1208 - - North Powder Interchange Bridge
Sta. 1216 - - North Powder O'xing UPRR Bridge
Sta. 1235 - - North Powder River Bridge
Sta. 1392 - - Powder River Bridge

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Estimate of quantities and cost:

Area to be treated = 2100 sq. yds. +/-

Labor - - - - - - - - - - - -	$10,000.00
Equipment - - - - - - - - - -	$ 5,000.00
Materials - - - - - - - - - -	$ 5,000.00
TOTAL ESTIMATED COST:	$20,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Advised to perform this additional work which was not provided for in the original contract. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$5,540,887.91
Present estimate of project cost, including $20,000.00 for work under this order	$5,540,887.91
Expected under-run / over-run amount	$ - - -
Expected under-run / over-run per cent	- - -

Space to right of this line is for use of Salem Office

Submitted by: K. D. Wolfe Resident Engineer
K. D. Wolfe

Approval Recommended: Construction Engineer or Bridge Engineer

For: KWH

Approval Recommended: Regional Engineer

Approved Construction Engineer.

Form [illegible]

I-80N-7(32)284
7514

STATE COPY

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE ~~11-~~-71
Contingent upon modification of project agreement if additional funds are required
BY G. Malach
TITLE Dist. Engineer
DATE 11-9-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name North Powder - Powder River
Date Original, 19
Highway Old Oregon Trail
Contract No. 7514
County Union & Baker
Prefix 631-1069
Contractor Peter Kiewit Sons' Co.
F. A. Project No. I-80N-7(32)284
Address P. O. Box 1635, Walla Walla, Washington
Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove & re-install flashing signal light.

NOTED
A. E. JOHNSON

Jo Constr 11-12-71

NOTED
TOM EDWARDS

Location by station numbers:

1205+50 (Existing ~~mmm~~ intersection of East bound with Anthony Lakes Road)

Estimate of quantities and cost:

Labor	$425.00
Equipment	150.00
Material	345.00
Special Services	25.00
Total	$945.00

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NOV 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor able to better co-ordinate timing & provide equipment. State electricians schedule is too heavy.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,540,587.91	—
Present estimate of project cost, including $945.00 for work under this order	$5,540,587.91	
Expected under-run / over-run amount	$— — —	
Expected under-run / over-run per cent	— — —	

Submitted by: ORIGINAL SIGNED BY K. D. WOLFE
K. D. Wolfe, Resident Engineer

Approval Recommended: [illegible] Construction Engineer ~~or Bridge Engineer~~

Approval Recommended: Alfred Shelley Division Engineer
Reg Constr

Approved: R. D. Ashbury ~~Deputy State Highway Engineer~~
Assistant State Highway Engineer or [illegible]

RECEIVED
FORM E-30
SEP 14 1971

FOR FILING
I-80N-7(32)284
7514

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1971

SUBJECT: Bridge Deck Membrane Waterproofing
N. Powder - Powder River Section
Contract 7514

To:

Mr. H. S. Coulter
Region Engineer

LA GRANDE

Attention Mr. C. O. Fredrickson
Region Const. Engr.

NOTED
A. E. [illegible]

The "Protecto Wrap" membrane waterproofing system for bridge decks has been approved for use by the Federal Highway Administration (see attached half slip).

Please prepare a contract change order to apply the Protecto Wrap system on the bridge decks of one or two structures on the above project. I believe the manufacturer's recommendations and specifications have been sent to you previously by Mr. J. E. Wilson.

It would be helpful if records were kept on placement and costs for this sytem so that a comparison can be made with the Petromat system.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Administration Engineer

RJW:dh
Enclosure

cc A. E. Johnson✓
John Jenkins

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-2[illegible] (Rev. 11-70)

I-81N 7(32)-2-1
75-4

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-[illegible]-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 9-27-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name	North Powder - Powder River Section	Date	August 25, 1971 19
Highway	Old Oregon Trail	Contract No.	7514
County	Union & Baker	Prefix	631-1069
Contractor	Peter Kiewit Son's Co.	F. A. Project No.	I-80N-7(23)284
Address	P. O. Box 1635 Walla Walla, Washington 99362	Order No.	5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Membrane waterproofing -(petromat)- bridge deck treatment.

This work shall consist of the application of two coats of asphalt emulsion and one ply of non-woven fabric membrane waterproofing on the deck and curbs as detailed on our Std. Drawing #B-430 and as directed by the engineer.

Location by station numbers:

Sta. 1208 + 74 - Br. #9499 W.B. North Powder Interchange

Estimate of quantities and cost:

NOTED
TOM EDWARDS

Area to be treated = 700 sq. yds.

Labor	$3.35/yd
Equipment	$1.70/yd
Materials	$1.70/yd

TOTAL ESTIMATED COST --- $6.75/yd = $4,725.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Advised to perform this additional work which was not provided for in the original contract. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,540,887.91	
Present estimate of project cost, including $4,725.00 for work under this order	$5,540,887.91	
Expected under-run / over-run amount	$ - - -	
Expected under-run / over-run per cent	- - -	

Submitted by: K. D. Wolfe Resident Engineer
K. D. Wolfe

Approval Recommended:

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved
9-27-71

Form E-206-5M

STATE COPY 6-1P

OREGON STATE HIGHWAY DEPARTMENT

I-80N-7(32)284
7514

APPROVED EFFECTIVE DATE 8-23-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 8-30-71
FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name North Powder-Powder River Sect.
Date August 13, 1971
Highway Old Oregon Trail
Contract No. 7514
County Union & Baker
Prefix 631-1069
Contractor Peter Kiewit Sons' Co.
F. A. Project No. I-80N-7(32)284
Address 215 South "V" St., Vancouver, Wash. 98663
Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Slope and Drain Old Fish Pond Area.

NOTED
A. E. J

To Construction 9-3-71

Location by station numbers: Approx. 4,000' Rt. of Station 1245± (Adjacent to the contract specified mandatory material source.

Estimate of quantities and cost:

Equipment	Approx.	32 hrs.	$1,500.00
Labor	"	40 "	337.00
	Total Amount		$1,837.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work to be done is dozer and operator time in finishing the slopes and leveling and draining the pre-existing fish pond which adjoins the new and larger pond which was constructed under the present contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $5,540,887.91
Present estimate of project cost, including $1,337.00 for work under this order $5,540,887.91
Expected under-run / over-run amount . . . . . . $ 0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

NOTED
TOM EDWARDS

Submitted by: K.D. Wolfe K. D. Wolfe
Resident Engineer

Approval Recommended: Adm.
Construction Engineer ~~or Bridge Engineer~~

Approval Recommended:
~~Division Engineer~~

Approved:
Deputy State Highway Engineer
State Highway Engineer

9-3-71

RECEIVED
AUG 12 1971

FOR FILING

I-80N-7(32)284
7514

August 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7514
Prefix 631-1069
FAP I-80N-7(32)284

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 2 covering the capping and sealing of a domestic well on the North Powder-Powder River Section of the Old Oregon Trail Highway in Union and Baker Counties.

This is a cased artesian well located 44 feet right of Station 1259+60. It is necessary to fill with concrete, cap and seal it. This is in accordance with the rules and regulations of capping and sealing wells.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer August 6, 1971.

Your approval as of August 6, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

CWT:fw

Form E-300—6M

I-80N-7(32)284
7514

STATE COPY 3-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 7-13-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 9-2-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name North Powder-Powder River Sect.
Date August 9, 1971
Highway Old Oregon Trail
Contract No. 7514
County Union & Baker
Prefix 631-1069
Contractor Peter Kiewit Sons' Co.
F. A. Project No. I-80N-7(32)284
Address 215 South "V" St., Vancouver Wash. 98663
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and Install 8" Perf. Drain Pipe and Special Filter Material.

[illegible] 9-3-71

Location by station numbers: 1314+50 - 1335+75 Rt., 1327 - 1329 median, and cut-off pipes @ 1325+75 Lt. and 1335+75 Rt.

Estimate of quantities and cost:

Materials			
8" Perf Pipe	2,500 lin. ft.	@ $1.91	= $4,775.00
Special Filter Material	1,220 cu. yd.	@ 6.00	= 7,332.00
	Total Materials		$12,107.00
Equipment			3,126.00
Labor			3,807.00
	Total Amount		$19,040.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Prices on previously submitted Price Agreement were determined to be too excessive.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $5,540,887.91
Present estimate of project cost, including $ ~~19,040.00~~ 19,028.00 for work under this order $5,540,887.91
Expected under-run / over-run amount $ 0
Expected under-run / over-run per cent 0

Space to right of this line is for use of Salem Office

Submitted by: K.D. Wolfe K. D. Wolfe Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

ORIGINAL SIGNED BY
Approval Recommended: C. C. FREE[illegible] Division Engineer
REGIONAL BRIDGE

Approved: Deputy State Highway Engineer, Asst. State Highway Engineer or

Form [illegible]

I-80N-7(32)284
7514

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 8-6-71
Contingent upon modification of project agreement if additional funds are required
G1-P
BY
TITLE Engineering Coordinator
DATE ~~August 3~~ 8-19-71 19 71
FEDERAL HIGHWAY ADMINISTRATION

Project Name	North Powder - Powder River Section	Date	
Highway	Old Oregon Trail	Contract No.	7514
County	Union & Baker	Prefix	631-1069
Contractor	Peter Kiewit Sons' Co.	F. A. Project No.	I-80N-7(32)284
Address	215 South "V" Street, Vancouver, Washington 98663	Order No.	2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Cap & Seal domestic well.

Location by station numbers: 1259+60 - 44' Rt.

Estimate of quantities and cost:

Labor	$32.50
Equipment	21.00
Materials	25.00
	$78.50

TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Unknown condition of casing & pipe and depth required to be removed prior to capping.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,540,887.91
Present estimate of project cost, including $78.50 for work under this order	$5,540,887.91
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

ORIGINAL SIGNED BY K. D. WOLFE
Submitted by: K. D. Wolfe, Resident Engineer

Approval Recommended: Alfred Shelley
Div. Const. Division Engineer

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved: Deputy Assistant State Highway Engineer

8-23-71

RECEIVED
MAY 16 1972
FOR FILING
7514

Salem, Oregon
July 28, 1971

Agenda Items 5k and 5l
July 27 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield

RAILROAD COMPANIES
FILE No. 709

Attached are three copies each of the following agreements for dating and signing by the Railroad Company:

> Agreement with Union Pacific Railroad Company providing for construction of a contractor's access road along the south edge of the Railroad right-of-way beneath the three overcrossing structures on the North Powder-Powder River Section of I-80N.
>
> Agreement with Union Pacific Railroad Company and Multnomah County providing for installation of crossing gates on the existing flashing light signals at the Arata Road grade crossing near Wood Village.

We have retained xerox copies of both of these agreements until fully executed copies are returned for the Commission's files.

Floyd Query, Secretary

fm
Att.

RECEIVED
JUL 20 1971
FOR FILING

I-80N-7(32)284
7514

July 19, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the July 27 meeting an agreement with the Union Pacific Railroad Company providing for the construction of a contractor's access road along the south edge of the Railroad right-of-way beneath the three overcrossing structures on the North Powder-Powder River Section of I-80N.

This agreement provides for the State to reimburse the Railroad for any expenses they incur as the result of this access road. All these obligations and liabilities will be assumed by the contractor.

We recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
L. H. Young
V. E. Skoog
H. S. Coulter

(Litchfield) fn

RECEIVED
JUL 1 - 1971
FORM 8-20 (REV. 10-69)
FOR FILING

I-80N-7(32)284
7514

files

c

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 16, 1971

RAILROAD COMPANIES
FILE No. 709

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: R/W File No. 44117
PUX 769 SXF 531
Construction Agreement
Union Pacific Railroad Company
No. Powder-Powder River Section
Old Oregon Trail Highway
Baker and Union Counties

Attached you will find one copy of the subject agreement.

The State's original fully executed counterpart has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
F. D. Morgan
A. E. Johnson
I. D. Merchant w/agreement
V. E. Skoog "
R. N. Chase " (3)
E. F. Saling "
J. L. Sollis "
H. S. Coulter "
G. A. Starkey "
J. R. Hagedorn "
H. M. Fillmore "

Fran

NOTED
FLOYD QUERY

6-21-71
noted in
agreement
book
Fran

SP*52475-734

RECEIVED
NOV 23 1970
FOR FILING

November 20, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the November 24 meeting an agreement with the Union Pacific Railroad providing for the construction of the overcrossings of their tracks at North Powder on I-80N in Union County.

This agreement grants the State an easement to construct the overcrossing structures and requires the State to reimburse the Railroad for all expenses they incur as a result of this project. It requires the State to maintain the structures upon completion of the project and requires the State's contractor to provide insurance coverage and take the usual safety precautions.

The work to be performed by Railroad forces will consist of preliminary engineering, the installation of a single inside guardrail, temporary and permanent signal and communication line adjustments, the adjustment of right-of-way fences, and railroad protective work. The estimated cost of the adjustment of Railroad facilities is $37,095 and Railroad protective work is $28,000. In addition, the State is to pay the Railroad $190 as consideration for the easement granted to the State by the Railroad.

We recommend your approval.

Very truly yours,

E. L. Porter
State Highway Engineer

cc: Floyd Query — V. E. Skoog
Tom Edwards — L. H. Young
F. B. Klaboe — F. D. Morgan (Attn: T. W. Litchfield)
Victor D. Wolfe — H. S. Coulter

TWL:dl sr

RECEIVED
JUN 10 1971
UTILITY UNIT
FOR FILING

I-80N-7(32)284
7514

TOM McCALL
GOVERNOR

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310
Phone 378-6511

June 9, 1971

City of North Powder
North Powder, Oregon 97867

ATTENTION: Mr. C. A. Craig
Mayor

Re: Water Line Adjustment
North Powder-Powder River Section
Old Oregon Trail Highway
Union County
Project No. I-80N-7(28)284

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 16, 1971 and revised per your telephone conversation with Mr. H. M. Fillmore, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of May 4, 1971. A copy of the revised estimate is attached.

Reimbursement for the work performed on and subsequent to May 4, 1971, in the amount of $1236.30, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

for T. W. Litchfield
Railroad and Utility Engineer.

JMC:dl
Enclosure

cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher w/attach (2)
V. E. Skoog
H. S. Coulter w/attach (2)
J. R. Hagedorn "
G. A. Starkey "
H. M. Fillmore "

NOTED
A. E. JOHNSON

Note to H. S. Coulter: Please have a State Force Order prepared and submitted for this work. Project No. I-80N-7(28)284. Prefix No. 601-1070. Return one copy of Est. and sketch with SFO.

RECEIVED
JUN [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(32)284

Form A-105 (Rev. 8-70)

-5-14 STATE FORCES
NOT INVOLVED

STATE COPY 6-11P

APPROVED EFFECTIVE DATE 5-24-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 6-9-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 251

Order No. 04

Section North Powder-Powder River

Date May 26, 1971

Highway Old Oregon Trail

F.A.P. No. I-80N-7(32)284

County Union & Baker

Prefix 631-1069

Account No. 285-04

Description of Work To Be Done:

Install higher service pole and raise power line to traffic signal installation.

Location by Station Numbers:

1205 Lt. (The signal installation is in the intersection of the Old Oregon Trail Highway and North Powder River Road.)

Estimate of Quantities and Costs:

Temporary Relocation of Service Pole, Lump Sum $200.00

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Explanation: The power service line is too low to enable the contractor's equipment to construct the "WB" Lanes & the "A" Line. It will be several months at least, before the intersection signal light will not be necessary.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,540,887.91	
Present estimate of project cost, including $200.00 for work under this order	$5,540,887.91	
Expected under-run over-run (amount)	$0	
Expected under-run over-run (per cent)	0	

Submitted by: J. R. Hagedorn
J. R. Hagedorn, Resident Engineer

Approval Recommended: ~~For~~ Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Regional Engineer Maintenance

Approved: Construction Engineer

6-15-71

RECEIVED
MAY 18 1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

NOTED
A. E. JOHNSON

I-80N-7(32)284
7514

May 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Water Line Adjustment
City of North Powder
North Powder-Powder River Section
Old Oregon Trail Highway
Union County
Project No. I-80N-7(28)284

Dear Sir:

Herewith you will find the following data pertaining to this project:

1. Two (2) copies of City of North Powder's lump sum estimate of cost to adjust their facilities dated April 16, 1971.

2. Two (2) copies of a sketch prepared by the City showing their proposed relocation.

3. Two (2) copies of a certification prepared by Mr. H. M. Fillmore as to the City's rights in the land occupied by their facilities.

As set forth in the City of North Powder's letter, the above estimate is for a theoretical installation of a 6-inch conduit and a 1-inch steel water pipe. The City's intent is to actually install a 12-inch conduit at this time and a larger water line at a later date. The unit cost for the 6-inch conduit in place agrees favorably with the average bid price on State highway projects for 1970. The unit price for 1-inch steel water pipe was reduced, with the City's concurrence, to a unit price that could be substantiated. The price per foot for 1-inch steel water pipe delivered in North Powder was found to be 37 1/2 cents per foot and 12 1/2 cents per foot was allowed for installation in conduit.

An appropriate permit for the utility's proposed relocation will be submitted for your approval under separate cover.

The State is not entitled to a credit for expired service life under the provisons of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There is a betterment derived from the proposed adjustment of the City's facilities and has been provided for in the attached theoretical estimate.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization by Mr. E. J. Valach to proceed with the work as of May 4, 1971, under the provisions of PPM 30-4 and 30-4.1 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By Jackson Cartwright

for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
MAY 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 16 1972

FOR FILING

7514

Salem, Oregon
May 6, 1971

Agenda Item 4j
May 4 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: Ted Litchfield
Railroad and Utility Engineer

RAILROAD COMPANIES
FILE No. 709

Attached are three copies of an agreement with Union Pacific Railroad Company providing for construction of a contractor's access road across the railroad tracks at North Powder to accommodate the construction of North Powder-Powder River Section of I-80N in Baker and Union Counties.

Please have the Railroad Company date and sign these copies of the agreement. We have retained a xerox copy until a fully executed is returned for the Commission's files.

Floyd Query, Secretary

flm
Att.

I-80N-7(32)284

Form A-103

RECEIVED
MAY 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7514

STATE COPY

6-15

APPROVED EFFECTIVE DATE 5-10-71
Contingent upon modification of project agreement if additional funds are required.
BY [illegible]
TITLE Contract Engineer 7514
DATE 5-14-71
Order No. 3
FEDERAL HIGHWAY ADMINISTRATION

C

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Section North Powder-Powder River

Date May 4, 1971

Highway Old Oregon Trail

F.A.P. No. I-80N-7(32)284

County Union & Baker

Prefix 631-1069 Account No. 278-03

Description of Work To Be Done:

Permanent Striping

Location by Station Numbers:

Throughout Project

Estimate of Quantities and Costs:

Code	Item	Quan.	Unit	Price	Amount
2	4" Beaded Skip Line	11.65	Mi.	29.00	$ 337.85
3	Grinding	8	Hr.	18.00	144.00
6	3" Beaded Solid Shoulder	24.51	Mi.	42.00	1,029.42
8	Pavement Legend	12	Hr.	34.00	408.00
				Total:	$1,919.27

NOTED
TOM EDWARDS

Explanation:

Anticipated Item per Project Authorization. Agreed unit prices to be used will be those in effect at the time work is actually done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $5,540,887.91

Present estimate of project cost, including $1,919.27 for work under this order $5,540,887.91

Expected under-run / over-run (amount) . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: J. R. Hagedorn, Resident Engineer

Approval Recommended: [illegible], Construction Engineer, or Bridge Engineer

Approval Recommended: [illegible], Regional Engineer

Approved: [illegible], Construction Engineer

5-17-71

RECEIVED
APR 27 1971

FOR FILE

I-80N-7(32)284
7514

April 22, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the May 4 meeting an agreement with the Union Pacific Railroad Company providing for the construction of a contractor's access road across the railroad tracks at North Powder. This access road is necessary to the contractor's operations in the construction of the North Powder-Powder River Section of I-80N.

This agreement provides for the State to reimburse the Railroad for any expense they incur as a result of this crossing. All of these obligations and liabilities will be assumed by the contractor.

We recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn: T. W. Litchfield)
L. H. Young
V. E. Skoog
H. S. Coulter

TWL:dl fn

I-80N-7(32)264

Form [illegible] (Rev. [illegible])

RECEIVED
MAR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7514

STATE COPY

G-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED EFFECTIVE DATE 3-12-71
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 3-19-71
FEDERAL HIGHWAY ADMINISTRATION

Contract No. 1514
Order No. 2

Section North Powder-Powder River
Date March 8, 19[illegible]

Highway Old Oregon Trail
F.A.P. No. I-80N-7(32)264

County Union & Baker
Prefix 631-1069
Account No. 278-02

Description of Work To Be Done:

Temporary Striping

cy Edw 3-23-71

Location by Station Numbers:

1190 to 1240

Estimate of Quantities and Costs:

Labor	$180.00
Equipment	60.00
Materials	60.00
Total	$300.00

Explanation: As set forth in the Project Authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$5,540,887.91
Present estimate of project cost, including $300.00 for work under this order	$5,540,887.91
Expected under-run over-run (amount)	$0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: ____ Resident Engineer

Approval Recommended: ____ For Construction Engineer or Bridge Engineer

Approval Recommended: ____ Regional Engineer

Approved: ____ Construction Engineer

3-23-71

RECEIVED
DEC 29 1970
FOR

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-80N-7(32)284

7514

DATE: December 22, 1970

In reply refer to: 08-35.7

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(22)284
N. Powder - S. Baker Section
File 42405 - Wright

The State's review appraisal dated December 1 includes a damage allowance to eliminate construction of an access road which would serve the easterly remainder of File 42405. The review appraisal indicates the road cost to be $7020.

It is our understanding that File 42405 was settled with the understanding that the access road would be provided to the remainder. Subsequently, the remainder was sold to Fee Appraiser Mark Sackos. Your files indicate that Mr. Sackos desires to accept $2035 in lieu of having the access road built. On January 30, 1968, this Office authorized purchase of a 30-foot easement for a road from Station 2151 to 2161 to be improved with a 16-foot gravel surfaced access road. The following information is requested:

1. Is the $2035 figure based upon a 16-foot gravel surfaced road? Was this estimate prepared by the State?

2. What is the appraiser's estimate of the land damages to the easterly remainder of File 42405 assuming the access road is not constructed? This information was not provided in the review appraisal.

3. Information concerning the extent of Fee Appraiser Sackos' real estate activities in remaining properties on this project. Mr. Sackos appraised numerous properties for the State on this project.

cc:
OSHD (D. H. Moehring)
OSHD (M. R. Mitchell)
OSHD (M. Mead)
OSHD (R. Howland)
C.J. Mathias (2 cys)

NOTED
TOM EDWARDS

RECEIVED
DEC 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

12-29-70

RRED TO
Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 28 1970

I-80N-7(32) 284
7514

December 22, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of December 16, 1970, is requested in the award of contract for the North Powder-Powder River Section, Project No. I-80N (7) (32).

The contractor receiving the award is Peter Kiewitt Sons Company, in the amount of $4,868,833.70, with Contract No. 7514 assigned. This bid was received on December 3, 1970, and awarded December 16, 1970.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Bureau of Public Roads' Endorsement

Date________________________
I concur in the award.

R. E. Simpson
Division Engineer

c

RECEIVED
DEC 17 1970
FOR FILING

I-80N-7(32)284
7514

December 17, 1970

Peter Kiewit Sons' Company
215 South "V" Street
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission on December 10, 1970, accepted your proposal for work on the North Powder-Powder River Section of the Old Oregon Trail in Union and Baker Counties for the sum of $4,863,833.70 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer December 16, 1970, awarded you the project, which has been assigned Contract No. 7514.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin March 1, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

al
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan I. D. Merchant
J. R. Hagedorn H. S. Coulter
William Geibel (SAIF)

RECEIVED
DEC 17 1970
FOR FILI

Form PR-1240
Rev. 6-68

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	I-80N-7(28)284
STATE PROJECT NO.	NORTH POWDER - POWDER RIVER SECTION
COUNTY NAME	BAKER
PROGRAM NO.	
ITEM NO.	I-584
PROGRAM STAGE (Check)	☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

I 80N-7(32)284 12-15-70

TO: 7514

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young 12-17-70

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	NOVEMBER 24, 1970
FEDERAL ROUTE NUMBER	INTERSTATE ROUTE 80N
STATE ROUTE NUMBER	STATE ROUTE 6

LIMITS OF AUTHORITY

REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $54,475 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* RAILROAD SIGNAL AND COMMUNICATION LINE ADJUSTMENT

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED 6-9-70 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE THAT DATE. IN OUR 11-6-70 MEMORANDUM APPROVING THE UNION PACIFIC RAILROAD AGREEMENT WE GAVE PERMISSION FOR AUTHORIZATION TO PROCEED WITH THE WORK UPON EXECUTION OF THAT AGREEMENT BY THE HIGHWAY COMMISSION. THIS CONFIRMS THAT THIS AGREEMENT WAS EXECUTED BY THE HIGHWAY COMMISSION ON NOVEMBER 24, 1970 AND THAT OUR AUTHORIZATION TO PROCEED IS GRANTED EFFECTIVE THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED IS SUBJECT TO THE PROVISIONS OF PPM 30-3 DATED OCTOBER 15, 1966.

NOTED
TOM EDWARDS

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	12-15-70
SIGNATURE OF APPROVING OFFICIAL	
TITLE	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED

(Rev. 6-68)

RECEIVED
NOV 24 1970

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

I-80N-7(32)284

STATE PROJECT NO.: NORTH POWDER - POWDER RIVER SECTION

FROM: FOR FILING
~~R. E. SIMPSON,~~ DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-630

COUNTY NAME: UNION & BAKER

PROGRAM STAGE (Check): ☐ 1 ☒ XX 2

TO: ~~I-80N-7(32)284~~ 751F

11-19-70

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young w/enc. 11-24-70

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
NOVEMBER 10, 1970	NOVEMBER 10, 1970	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER
		STATE ROUTE 6

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $7,500.00; RAILROAD PROTECTIVE COSTS IN THE AMOUNT OF $28,000.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $10,000.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

CONTRACTOR'S FLAGGING	$7,500.00
RAILROAD PROTECTIVE COSTS	28,000.00
TEMPORARY EROSION CONTROL	10,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 9, 1970 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE AUTHORIZATION TO ADVERTISE THIS PROJECT IS BEING GRANTED UNDER THE PROVISIONS OF PARAGRAPH 7c(4) OF PPM 21-12 AND 10E OF PPM 21-6.3 BASED ON THE DETERMINATION THAT IT IS IN THE PUBLIC INTEREST TO PROCEED ALTHOUGH PORTIONS OF THE RIGHT OF WAY (PARCEL NUMBER 42374) MAY NOT BE AVAILABLE TO THE CONTRACTORYUNTIL AFTER DECEMBER 15, 1970. THIS AUTHORIZATION IS CONDITIONED ON YOUR OBTAINING THE RIGHT TO OCCUPY AND USE RIGHT OF WAY PARCELS 44105 AND 44268 ON OR BEFORE DECEMBER 15, 1970.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
NOV 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-19-70		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
NOV 12 1970

FOR FILING

I-80N-7(32)284
751-1

November 10, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

N. Powder-Powder River Section
Project No. I-80N-7(32)284
File No. 42374 Jacobsen

Dear Sir:

We hereby request the requirements of paragraph 7c of PPM 21-12 and 10e of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

The restriction is from Sta. 1320+00 to Sta. 1351+00 and Sta. 1397+00 to Sta. 1438+00, which is the end of the project. This amounts to 29% of the project all on one end of the contract. Our bid opening date is scheduled for December 3, 1970, we will be ready to award on December 9, 1970, and we plan to file condemnation proceedings on the property involved on or before December 15, 1970, if the owner refuses to accept our offer before then; this leaves a working restriction to the contractor of only 6 days, two of which are over a weekend.

We feel that a working restriction of such a short period of time on one end of the project will not interfere with the contractor's operation. A delay in authorization or advertising would be a hardship on the Highway Division's financing and planning; therefore, we feel the above waiver should be approved.

The contract specifications will contain the restrictive clause required in paragraph 6a of PPM 21-6.3, that the areas as listed will not be available for the contractor's use until after December 15, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:la

RECEIVED
NOV 17 1970

FORM E-30 (12-67)

I 80N-7(32)284
7514

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1970

NOTED
A. E. JOHNSON

SUBJECT: Utility Status Report for December 3, 1970 Letting

To: Mr. L. H. Young
Program & Planning Engineer
BUILDING

The status of negotiations with utilities on FAI and Topics project for the above letting is as follows:

1. TUALATIN RIVER - PACIFIC HIGHWAY SECTION
Project No I-205-7(15)290 • Roadside Improvement

No utilities in conflict.

2. EMIGRANT HILL SCALE SITE
Project NO. I-80N-6(46)226 Sign & Illum.

No utilities in conflict.

3. N. POWDER - POWDER RIVER SECTION
Project No. I-80N-7(32)284 Grade, Pave & Strs.

California-Pacific Utilities Company - Cal-Pac had power distribution facilities in conflict with the subject project. An estimate and sketch has been received and approved. Federal-aid participation was requested and approved by the FHWA on September 28, 1970 for the estimated reimbursable cost of $6,654.32. The utility was instructed to proceed with the adjustment on September 30, 1970 and is now working. It is estimated that the work will be completed by December 31, 1970.

Pacific Northwest Bell Telephone Company - PNB had both toll line and distribution facilities in conflict with the subject project. Estimates and sketches have been received and approved for both toll and distribution adjustments. Federal-aid was requested & approved by the FHWA on September 3, 1970 for an estimated reimbursable cost of $13,224 for distribution and $7,232 for toll line adjustments. PNB was instructed to proceed with their work on September 4, 1970 and is now working. It is estimated that the work will be completed by December 15, 1970.

Jacobson Irrigation Ditch - the crossing of the proposed project over two branches of Jacobson Ditch necessitates installation of a 48" arch type irrigation pipe, a 24" irrigation pipe and 660' of irrigation ditch, which will be done as part of the State's contract. An agreement between the State and the Joint Owners of the ditch was executed on November 18, 1969.

Sanders Irrigation Ditch - the crossing of the proposed project over Sanders Ditch necessitates the installation of a 42" siphon and construction of 2,000 feet of irrigation ditch, which will be done as part of the State's contract. An agreement between the State and the Joint Owners of the ditch was executed on September 30, 1970.

Union Pacific Railroad - the railroad has submitted the agreement which is now being reviewed by the FHWA and State. They have requested authorization to proceed with the temporary signal and communication line adjustment, and this request is now being reviewed by the FHWA. The estimated cost of work to be performed by railroad forces is $37,095 for the adjustment of their facilities and $28,000 for protective work. No delay is anticipated.

4. BRYANT ROAD-STATE STREET (LAKE OSWEGO) SECTION, BOONES FERRY ROAD, COUNTRY CLUB ROAD & "A" AVENUE
Project No. T-5025(3) Signals

In accordance with the provisions of an agreement between the State and the City of Lake Oswego, dated October 6, 1970, any required utility adjustments will be handled by the City of Lake Oswego.

5. N.W. CIRCLE BOULEVARD-N.W. SPRUCE AVENUE SECTION, N.W. 9TH STREET (Corvallis)
Project No. T-5007(3) Grade, Pave & Signals

In accordance with the provisions of an agreement between the State and the City of Corvallis, dated June 1, 1970, any required utility adjustments will be handled by the City of Corvallis.

6. S. WEST LINN INTERCHANGE-TUALATIN RIVER SECTION
Project No. I-205-7(16)294 Roadside Improvement

No utilities in conflict.

I certify to the best of my knowledge the above statements are correct in regard to utility negotiations for the projects scheduled for letting on December 3, 1970.

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad & Utility Engineer

JMC:dl
cc: A. B. Johnson
Frank Hall
V. E. Skoog
D. H. Moehring
C. G. Swenson
L. H. Young (10)

TRANSACTION NUMBERS 11-19 AND 11-20

11-4-70

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-4-70

BY (Signature): MR. YOUNG'S OCTOBER 26, 1970 LETTER

TITLE: PROGRAM AND PLANNING ENGINEER

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 630 THRU 631

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
630	I-80N-7(32)284	4.70	5,400,000	4,982,000	NORTH POWDER - POWDER RIVER SECTION	GRADE, DRAIN HIGH TYPE PAVEMENT, STRUCTURES FRONTAGE ROAD AND ILLUMINATION
631	I-80N-6(46)226	0.00	38,500	35,500	EMIGRANT HILL SCALE SITE (WEST BOUND)	SIGNING AND ILLUMINATION

Young
11-10-70

RECEIVED
NOV 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

ON ITEM 630, PROJECT I-80N-7(32)284, WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO REQUIRE THE MANDATORY USE OF THE STATE OWNED MATERIAL SOURCE DESCRIBED ON THE BACK OF THE PR-1 AS ALLOWED UNDER PARAGRAPH 14A OF PPM 21-6.3.

NOV 18 1970
FOR FILE

I-80N-7(32)284
7514

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		11-4-70	for R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

OCT 28 1970

FORM E-30 (REV. 10-69)

I-80N-7(32)284
7514

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 27, 1970

SUBJECT: 42374 - Jacobson
Construction Project
North Powder - Powder River Sec.
Old Oregon Trail Highway
Baker and Union Counties

To: Mr. Frank Hall
Design Engineer

BUILDING

One of the parcels required from the Jacobson property is needed for the above construction project. Another part of this file is affected by revisions on a different construction section. This revision will require revised appraisals and a new review prior to a letter of offer and filing for possession of the property, making it doubtful that the one parcel needed for this contract will be available to the contractor by December 3rd. I have checked with the appraisers and the negotiators in the field, with the review appraiser and with our condemnation attorney and it is my belief that we can have this property filed upon and possession for the contractor prior to December 15, 1970.

Please revise your specifications to hold the contractor off this parcel until December 15, 1970.

John R. Oakes
John R. Oakes
Assistant R/W Engineer

JRO:ph

cc F. B. Klaboe ✓
H. S. Coulter
H. W. Snell
Milner M. Mead
Armand Riveness

RECEIVED
OCT 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52478-734

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL - AID P**
DATE SUBMITTED TO W.O.	10-26-70	(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (*45 typewriter spaces*) 21 I-80N 0.2 mi. N. of N. Powder S. 4.7 mi. 65	**ADT**	PRESENT 2,700	FUTURE 4,600 (66) (70)	YEAR 90 (71)

CARD 3	CHARACTER OF PROPOSED WORK (*35 typewriter spaces*) Gr., Dr., High-Type Pave., 5 br. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Union	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (*Full description*)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	ESTIMATED PROJECT CO FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N 0.2 mi. N. of N. Powder S. 4.7 mi.			
5					**ROW**		(North Powder-Powder River Section)			
5					**CONST** (CODE)			4.70	5,400,000	4,982,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.70	5,400,000	4,982,000
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

70

.7 mi. (65)	**ADT**	PRESENT 2,700	FUTURE 4,600 (66) (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)
								ITEM NO. 630 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER (5) I- 14 23	NUMBER 80-7 7	SEQ. NO. (32) 13	I Projects Only POST MI. DESIG. 284 N (24) (26) 27

COUNTY NAME	Union & Baker	061	CODE 001 (16)		PROGRAM STAGE
ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 6 (36)	U.S. I-80N (37) (41)		☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES (54) (56)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., Dr., 4-12' lanes H.T. pave., with 10' R. & 6' L. shldrs., 106' median, 4 twin bridges (length 553'; H.C. 42' normal), one bridge on front. rd., (length 203', H.C. 40'), front. rd. 24', part. illum. of N. Powder Intchge., R.R. protect. serv. ROW - 300' min.; access control - full; parking restrictions - complete.
4.70	5,400,000	4,982,000	418,000		
4.70	5,400,000	4,982,000	418,000		
	(16) (23)	(24) (33)			

REMARKS Additional Data: Items 104, 142A, 142B, 487 and 584; Projects I-80N-7(3)284, I-80N-6(18)262, I-80N-6(28)262, I-80N-7(22)284 and I-80N-7(28)284 respectively.

(over)

USCOMM DUSCOMM-DC 48905-P61

Remarks continued -

Project Data: The project consists of grading and draining, four 12' lanes of high-type pavement with 10-foot right and 6-foot left shoulders and a 106' median. Construction of one single and four twin structures as tabulated below under "Structures". Partial illumination of North Powder Intchge. and construction of 24' frontage roads. Railroad protective service will be charged to this project.

Utilities & R.R.: Adjustments of utility and railroad facilities are programmed under I-80N-7(28)284.

Roadway: Type Code 6203.

Structures:

M.P.	Description	Type Code	Est. Cost
0.00	North end of project		
0.35	N. Powder Intchge.; br. Nos. 9499 & 9499A, Hwy. over hwy.; twin prestressed beams; Length 146' ea.; H.C. 42' ea.	X281	$186,000
0.41 (N.Bnd.)	N. Powder O'xing UPRR; Br. No. 7292A; Hwy. over R.R.; Prestressed beams; Length 213'; H.C. var. 42' min.	X181	145,000
0.41 (S.Bnd.)	N. Powder O'xing UPRR; Br. No. 7292B; Hwy. over R.R ; widen existing RCDG in kind; Length 184'; H.C. var. 50' min.	X121	105,000
0.53 (Rt.)	N. Powder O'xing UPRR ("D" Line); Br. No. 9500; Hwy. over R.R.; prestressed beams; Length 203'; H.C. 40'.	X181	124,000
0.87	N. Powder Riv. (Sta. 1235+88); Br. Nos. 7293A & 7293B; Hwy. over waterway; twin prestressed girders; Length 94' ea.; H.C. 42' ea.	X081	140,000
3.84	Powder River; Br. Nos. 9801 & 9801A; Hwy. over waterway; twin prestressed girders; Length 115' ea.; H.C. 42' ea.	X081	158,000
	Str. total est. cost		$858,000

Unusual or complicate
will require the cont
approximately 1.3 mil
mately 0.6 miles west
providing roughly one
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a manner that it will
conjunction with the
providing a habitat s
for the enjoyment of
borrow source previou
which facility has be
Game Commission and u
for angling, etc.

Public Hearing: Hel

Design: Approved by

State and District C
of IM 50-1-70 per F
amount of right of w

r 12' lanes
rs and a
s as tabulated
Intchge. and con-
ll be charged to

s are programmed

Est. Cost

$186,000

145,000

105,000

124,000

140,000

158,000
$858,000

Unusual or complicated situations: The specifications for this project will require the contractor to utilize a State-owned gravel pit (located approximately 1.3 miles south of the north end of the project and approximately 0.6 miles west of the project) as a mandatory borrow source site providing roughly one quarter of the borrow material needed for the construction of the project. The borrow material will be removed in such a manner that it will provide an area capable of being developed, in conjunction with the Oregon Game Commission, as a multi-use facility, providing a habitat site for fish and wildfowl, available to the public for the enjoyment of angling, etc. Material has been removed from this borrow source previously, for road construction, and a small pond formed, which facility has been under agreement during the previous years to the Game Commission and under their management made available to the public for angling, etc.

Public Hearing: Held June 30, 1965.

Design: Approved by FHWA memorandum of May 13, 1969.

State and District Clearinghouse Review: Exempt under paragraph 2(b) of IM 50-1-70 per FHWA memorandum of March 31, 1970, (substantial amount of right of way acquired prior to September 30, 1969).

RECEIVED
NOV 23 1970

FOR FILE

I-80N-7(32) 284
7514

Salem, Oregon
October 6, 1970

Agenda Item 4u
September 30 Commission meeting

Mr. F. D. Morgan
Construction Engineer

Attention: T. W. Litchfield
Railroad and Utility Engineer

MISC. CONTRACTS and
AGREEMENTS No. 4089

As requested, attached for sending to Sanders Irrigation Ditch is a fully executed copy of an agreement covering the adjustment and relocation of their facilities on North Powder-Powder River Section of I-80N in Baker County.

We have retained a fully executed copy of this agreement for the Commission's files.

Floyd Query, Secretary

fkm
Att.

RECEIVED
SEP 22 1970

FOR FILING

I-80N-7(32)284
7514

September 21, 1970

Oregon State Highway Commission

Gentlemen:

In order to construct the North Powder-Powder River Section of I-80N, Baker County, it is necessary to cross the facilities of the Sanders Irrigation Ditch. On the agenda for the September 29 meeting will be an agreement with the participants (joint owners) to cover the adjustment and relocation of their facilities.

The work consists of the construction of approximately 2,000 feet of two-foot bottom irrigation ditch, installation of 360 feet of 42-inch siphon pipe, two siphon boxes and a three-way diversion box. This work will be included in our contract at an estimated cost of $28,000.

The State will perform structural maintenance of the above-mentioned siphon pipe. The participants will perform structural maintenance of the remainder of their facilities adjusted or relocated by the provisions of this agreement. They will be responsible for operational maintenance from outside the access control lines of all of their facilities adjusted or relocated by the provisions of this agreement.

This agreement provides for the exchange of right-of-way. The participants will deed to the State all their rights within the highway right-of-way in exchange for certain parcels to be acquired by the State and conveyed to the participants to accommodate their relocated facilities. It further provides that in the event future adjustments of the participants' facilities, covered by this agreement, are required by the State, such adjustments will be performed at State expense.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

PGP:ss sw

cc: Floyd Query
Tom Edwards
V. D. Wolfe
L. H. Young
A. E. Johnson
F. D. Morgan (Attn: T. W. Litchfield)
V. E. Skoog
H. S. Coulter

Very truly yours,

R. L. Porter
State Highway Engineer

RECEIVED
SEP 14 1970

FOR FILE
I-80N-7(32)284
7511-41-

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 1, 1970

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7( )
North Powder-Powder River Section
Oregon Trail Highway
Saunders Ditch

The agreement with the owners of the Saunders Ditch which is referred to in Mr. Morgan's August 27 letter is approved.

Orig to Morgan
9-11-70

NOTED
TOM EDWARDS

Johnson

RECEIVED
SEP 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 1 - 1970
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-4511

I-80N-7(32)284
7514

August 27, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97301

Re: Warner-Colton Irrigation
Agreement
North Powder-Baker Section
(Baldock Slough-Richland Interch.
Construction Section)
Baker County
Project No. I-80N-7(3)284

Dear Mr. Simpson:

Attached is a draft of an agreement between the State and the joint owners of an unnamed ditch. Also attached is a certification, submitted by our Mr. Fillmore, as to the rights in the land occupied by the irrigation facilities.

This is a private facility serving only the participants. The provisions of the agreement will constitute payment in full for any damages to those irrigation facilities which are disturbed by our proposed construction on this project.

Your approval of this agreement is requested.

NOTED
A. E. JOHNSON

Very truly yours,

F. D. Morgan
Construction Engineer

By: Phil Preston

(for) T. W. Litchfield
Railroad & Utility Engineer

PGP:djg
Enclosure
cc: A. E. Johnson
V. E. Gallagher (2)

RECEIVED
AUG 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7514

Crossing Nos. 2A 322.48A (US30)
2A 322.50A (I 80N E
2A 322.52A (I 80N W

7-18-70

Order No. 70-531

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-531

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to widen an existing structure and construct two new structures over the tracks and right-of-way of the Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, Lessee, known as the North Powder Overcrossing Project, in the SE¼ SW¼ of Section 22, T. 6 S., R. 39 E., W. M., Union County, Oregon	ORDER

On April 1, 1970, the State of Oregon, by and through its State Highway Commission, duly filed an application with the commissioner seeking authority to alter an existing overcrossing structure and to construct two new structures over the tracks and right-of-way of the Oregon-Washington Railroad and Navigation Company and Union Pacific Railroad Company, Lessee, known as the North Powder Overcrossing Project in Union County, Oregon.

Copies of the application were duly served upon the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, and the Board of Commissioners of Union County, Oregon.

On June 8, 1970, applicant filed amended drawings and made certain changes in the application language.

Copies of the amended drawings and application changes were duly served upon all parties of interest.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application, as amended, the files and field investigation of the commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) Authority to alter the existing overcrossing structure and construct the two new overcrossing structures as requested herein is hereby granted.

(2) Applicant shall, at its own expense, construct and maintain the overcrossing structures and all highway appurtenances thereto.

(3) Applicant shall alter the existing overcrossing structure and maintain said structure and bear all construction and maintenance costs thereof.

(4) Railroad, subject to reimbursement by applicant, shall

  (a) furnish such preliminary engineering, inspection, watchmen and flagmen services as may be necessary to protect the railroad's operations during the period of construction of the project;

  (b) remove and protect the railroad's signal and communication lines, as necessary, during the period of construction of the project and replace same in final location upon completion of construction;

  (c) and install single inside track guard rail.

(5) Railroad shall, at its own expense, maintain the railroad tracks, appurtenances and facilities.

After completion, the new structures and the altered structure will have horizontal and vertical clearances equal to, or in excess of, those required by the Public Utility Commissioner. During construction of the alteration of the existing structure, however, it will be necessary to require an impaired vertical clearance of 21 feet, 6 inches, 12 feet north of the centerline of the mainline track and 12 feet south of the centerline of the first siding track. It will also be necessary to require closure of the siding known as the ice house siding, during said construction. Authority to temporarily close said siding and to maintain the impaired clearance as detailed herein is hereby granted.

Made, entered and effective JULY 18 1970.

PUBLIC UTILITY COMMISSIONER OF OREGON

Public Utility Commissioner

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6-2-70

June 4, 1970

Union County Court
Courthouse
La Grande, Oregon 97850

MISC. CONTRACTS and
AGREEMENTS No. 5966

Attention: Deloris C. Moore
County Clerk

Gentlemen:

Attached for your files is a fully executed copy of an agreement pertaining to construction of the North Powder-Powder River Section of the Old Oregon Trail near the Union-Baker County Line.

We have retained a fully executed copy of this agreement for the Commission's records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agreement attached)

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JUN 12 1970
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LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

[illegible]
7514

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

June 4, 1970

Honorable Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: SXF 531 PUX 769

Dear Commissioner Haley:

With reference to the above numbered application, please find enclosed revised Drawings Nos. 23386, 23692, 23693, and 23694. These are revisions of the original drawings attached to the application, and request is hereby made to substitute these drawings for those submitted with the original application.

The above drawings have been revised as follows: The Railroads right of way lines have been added to all four drawings. On drawing 23692, 23693, and 23694, notes have been added to show that the top of footings are a minimum of 3.5 feet below base of rail and that the vertical clearance is measured from the top of track. On drawing 23692 the catch basin on the right at vent 4 has been eliminated. On drawing 23692, 23693, and 23694 the drainage from the catch basin at the bridge ends have been directed away from the Railroads right of way. On drawing 23694 an 18-inch concrete pipe has been added adjacent to the tracks.

I also attach a copy of a letter from L. James Bergmann, Attorney for the Union Pacific Railroad Company, dated May 21, 1970.

Please be advised that the Highway Division has no objection to the amendment of Paragraph VI as set out in said letter, nor does it have any objection to the rewording of certain portions of Paragraph VIII as set out in said letter of May 21.

NOTED
R. L. PORTER

It would now appear that all the objections of the Railroad have been satisfied and that this file should be in order for an ex parte order.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:gc
Enc.

RECEIVED
JUN 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

I certify that I have served copies of this letter and the attached revised drawings on the Union Pacific Railroad Company by mailing a set thereof to L. James Bergmann, Attorney for said Company; on Oregon-Washington Railroad and Navigation Company, by mailing a copy thereof to L. James Bergmann, Attorney for said Company; and on Union County Board of Commissioners, by mailing a copy thereof to them at the Union County Courthouse, LaGrande, Oregon.

Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

Dated this 5th day of June, 1970.

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MAY 20 1970
FOR FILING

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May 19, 1970

Oregon State Highway Commission

Gentlemen:

The Union County Court has executed a throughway agreement which makes possible the construction of the North Powder-Powder River Section of the Old Oregon Trail (I-80N) near the Union-Baker County Line.

This agreement provides for construction and maintenance of the project by the State and covers right-of-way acquisition, grading, base, and paving. The North Powder Interchange and new structures crossing the Union Pacific Railroad and the North Powder River are to be constructed as a part of the project. Union County agrees to cooperate with the State in the closure of certain roads and the relocation or adjustment of any utility facilities that may be in conflict with the plans. Upon completion of construction, the County agrees to accept all jurisdiction, maintenance and control of the reconstructed portion of the North Powder River Road and a proposed new frontage road.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf. This matter will appear on the agenda for the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
D. R. Morgan
L. H. Young
H. S. Cox
H. S. Coulter

MCH:ljt

RECEIVED
MAY 4

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: April 29, 1970

In reply refer to: 08-35-6

I-80N-7(32)284

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

7514

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-7(-)284
N. Powder-Powder River Section

Edwards

Your submissionsdated April 17 signed by Mr. Merchant on the N. Powder UPRR Overcrossing Structure are approved. We find the Railroad clearances are slightly in excess of minimum requirements but not unreasonable. These clearances are acceptable on this project.

NOTED
TOM EDWARDS

RECEIVED
APR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Copy
5-1-70

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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APR 20 1970
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OREGON STATE
HIGHWAY DIVISION

80N-7(3-2) 284

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HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 17, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street S. E.
Salem, Oregon 97310

Attention Mr. Herbert A. Schell, Jr.

Dear Mr. Simpson:

N. Powder-Powder River Sec.
Old Oregon Trail Highway
Union County
N. Powder O'xing UPRR (W.B.) Br. No. 7292A
N. Powder O'xing UPRR (E.B.) Br. No. 7292B
N. Powder O'xing UPRR (D. Line) Br. No. 9500

Attached for your review are two prints each of the following data:

Preliminary Plan and Elevation drawings	
"W.B." Str.	Drawing No. 23692
"E.B." Str.	Drawing No. 23693
"D. Line" Str.	Drawing No. 23694
Grading Sheets	2, 3A, and 3B
Foundation Report including Drawing No. 24986	

"W.B." and "D Line" structures lengths and widths were determined by the alignment, grades, cross sections, and railroad requirements. Span lengths and bent locations were determined by railroad clearances. The structural type, precast, prestressed concrete beam spans was selected on the basis of safety during the construction and the required span lengths.

As the "E.B." structure is a widening, the length of the structure and location of bents match the existing structure. The structural type, poured-in-place "T-beams" also is the same as the existing structure. The width of structure was determined by the roadway cross section.

NOTED
TOM EDWARDS

The estimated costs, based on square foot of deck area and additional cost of removal for the "EB" are as follows:

"W.B."	$145,000
"E.B.	105,000
"D. Line"	124,000

These include an allowance for engineering and contingencies.

These prints are being sent to you as a preliminary submission for your review and approval is hereby requested.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TGT:DH
Attachment

cc Tom Edwards
L. H. Young
V. E. Skoog

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APR 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7514

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3-26-70

PUX 769

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to widen an existing structure and construct two new structures over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, Lessee, known as the NORTH POWDER OVER-CROSSINGS Project, in the SE1/4 of the SW1/4 of Section 22, Township 6 South, Range 39 East, Willamette Meridian, Union County, Oregon.	APPLICATION NO. ________________

Comes now the State Highway Commission and files its Application in the above-entitled matter.

The Applicant herein respectfully represents:

I.

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II.

That this Application is made under authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III.

That for the proper service, safety and convenience of the traveling public, Applicant proposes to reconstruct to interstate standards the North Powder River Section of the Old Oregon Trail Highway. This will require that the existing structure over the Railroad tracks be widened and that two additional structures be constructed. The plans for widening the existing structure and building the two new structures are shown on Oregon State Highway Division Drawings Numbers 23692, 23693 and 23694 and the vicinity map and profile for the three structures are shown on Oregon State Highway Division Drawing number 23386, which drawings are attached hereto and by this reference made a part hereof.

IV.

Because of the terrain features, overcrossing structures are the only feasible method of crossing the Railroad tracks.

V.

That upon completion, the estimated average daily traffic on the reconstructed section of highway will be approximately 2700 vehicles per day with an anticipated increase to 4600 vehicles per day in 20 years. There are 12 freight, four passenger and six helper train movements per day.

VI.

The center line of the west bound lanes on the west bound structure intersects the center of the main line track at Highway Station "WB" 1216+97.88 equals Railroad Station 3178+85.54 with an intersecting angle of 107° 42' located in the SE quadrant. The center line of the east bound lanes on the east bound structure intersects the center line of the main line track at Highway Station "EB" 1217+39.37 equals Railroad Station 3180+22.00 with an intersecting angle of 107° 42' located in the SE quadrant. The center line of the frontage road or "D" line structure intersects the main line at Highway Station "D" 1221+30.52 equals Railroad Station 3182+43.71 with an intersecting angle of 78° 45' 30" located in the SW quadrant.

The west bound structure is 213' long measured between the center line of the end bents along the center line of the west bound lanes. The roadway

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3-26-70

width at the southerly end of the structure is 42' increasing to 53' at the northerly end to allow for an exit lane. There is no provision for pedestrian traffic on this structure. The structure consists of 68'-77'-68' reinforced concrete prestressed girder spans. This structure will be on a 900' vertical curve with an ascending grade of 0.255% to the south and an ascending grade of 1.9954% to the north. The point of intersection of the grades being at Station "WB" 1218+72 at elevation 3293.49.

The east bound structure is the present structure which will be widened on each side to provide for two east bound lanes and an acceleration lane on the westerly side. The span lengths will vary as shown on Drawing No. 23693. The roadway width varies from 50' on the southerly end to approximately 58' on the northerly end allowing no provision for pedestrian traffic. This structure will be on a 900' vertical curve with an ascending grade of 0.299% to the south and an ascending grade of 1.9101% to the north. The point of intersection of the grades being at Station "EB" 1217+60 at elevation 3294.33.

The frontage road or "D" line structure is 203' long consisting of 63'-75'-63' prestressed reinforced concrete girders and has a 40' roadway with no provisions for pedestrian traffic. The structure will be on a 700' vertical curve with an ascending grade of 3.70% to the south and an ascending grade of 3.90% to the north. The point of intersection of the grades being at Station "D" 1221+60 at elevation 3301.12.

VII.

That the following parties are affected by the proposed crossing: Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and Union County.

width at the southerly end of the structure is 42' increasing to 53' at the northerly end to allow for an exit lane. There is no provision for pedestrian traffic on this structure. The structure consists of 68'-77'-68' reinforced concrete prestressed girder spans. This structure will be on a 900' vertical curve with an ascending grade of 0.255% to the south and an ascending grade of 1.9954% to the north. The point of intersection of the grades being at Station "WB" 1218+72 at elevation 3293.49.

The east bound structure is the present structure which will be widened on each side to provide for two east bound lanes and an acceleration lane on the westerly side. The span lengths will vary as shown on Drawing No. 23693. The roadway width varies from 50' on the southerly end to approximately 58' on the northerly end allowing no provision for pedestrian traffic. This structure will be on a 900' vertical curve with an ascending grade of 0.299% to the south and an ascending grade of 1.9101% to the north. The point of intersection of the grades being at Station "EB" 1217+60 at elevation 3294.33.

The frontage road or "D" line structure is 203' long consisting of 63'-75'-63' prestressed reinforced concrete girders and has a 40' roadway with no provisions for pedestrian traffic. The structure will be on a 700' vertical curve with an ascending grade of 3.70% to the south and an ascending grade of 3.90% to the north. The point of intersection of the grades being at Station "D" 1221+60 at elevation 3301.12.

VII.

That the following parties are affected by the proposed crossing: Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and Union County.

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VIII.

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the widening and construction of the proposed grade separation structures, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the railroad for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, issued October 15, 1966, and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain the structures and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal Regulations, as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such preliminary engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) If necessary, remove and protect the signal and communications lines during the same period and replace in final location upon completion of construction.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

IX.

That the minimum clearances, both horizontal and vertical, are as shown on the plan and elevation drawings for each structure and are equal to or greater then the Public Utility Commission minimums. Due to the nature of the construction of the widening of the existing structure it is necessary for Applicant to request a minimum construction clearance for falsework which will be 21'6" vertically and 12' north of the center line of the main line track and 12' south of the center line of the first siding track horizontally. It is also necessary to request that the ice house siding be closed during the widening of the existing structure.

X.

That the proposed project is located in the Southeast quarter of the Southwest quarter (SE1/4SW1/4) of Section 22, Township 6 South, Range 39 East, Willamette Meridian, Union County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction allocation of costs thereof and impaired clearance, in accordance herewith and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 30th day of MARCH, 1970.

STATE OF OREGON, by and through
Its State Highway Commission

L. I. LINDAS
Assistant Attorney General & Chief Counsel
for the State Highway Commission

By Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

JLS:djg
3-26-70

STATE OF OREGON)
) ss
County of Marion)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

Ivan D. Merchant
IVAN D. MERCHANT

Subscribed and sworn to before me this 10th day of March, 1970.

Jack L. Sollis
JACK L. SOLLIS
Notary Public for Oregon
My Commission Expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

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FORM E-30 (REV.
MAR 27 1970

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1970

SUBJECT: N. Powder Undercrossing UPRR
N. Powder River Section
Old Oregon Trail Highway
Union County
Bridges Nos. 7292A & B & 9500

To: Jack Sollis
P.U.C. & R.R.Section

BUILDING

In the process of bringing the present Old Oregon Trail Highway up to Interstate standards we are widening the existing highway to be used as the new east bound lanes adding two new west bound lanes on the easterly side of the present highway. Also there will be a frontage road located on the westerly side of the existing highway. The revision of alignment will necessitate the widening of the existing structure and adding two new structures over the Union Pacific Railroad tracks.

Attached are 12 prints of Drawings Nos. 23386, 23692, 23693 and 23694 which are the vicinity map and plan and elevation drawing for the west bound, east bound and frontage or "D" line structures, respectively. These are to be used as exhibits in our application for a PUC order.

These structures are located in the SE quarter of the SW quarter of Section 22, T. 6 S., R. 39 E., W.M., Union County, Oregon.

The center line of the west bound lanes on the west bound structure intersects the center of the main line track at Highway Station "WB" 1216+97.88 equals Railroad Station 3178+85.54 with an intersecting angle of 107° 42' located in the SE quadrant. The center line of the east bound lanes on the east bound structure intersects the center line of the main line track at Highway Station "EB" 1217+39.37 equals Railroad Station 3180+22.00 with an intersecting angle of 107° 42' located in the SE quadrant. The center line of the frontage road or "D" line structure intersects the main line at Highway Station "D" 1221+30.52 equals Railroad Station 3182+43.71 with an intersecting angle of 78° 45' 30" located in the SW quadrant.

The west bound structure is 213' long measured between the center line of the end bents along the center line of the west bound lanes. The roadway width at the southerly end of the structure is 42' increasing to 53' at the northerly end to allow for an exit lane. There is no provision for pedestrian traffic on this structure. The structure consists of 68'-77'-68' reinforced concrete prestressed girder spans. This structure will be on a 900' vertical curve with an ascending grade of 0.255% to the south and an ascending grade of 1.99545% to the north. The point of intersection of the grades being at Station "WB" 1218+72 at elevation 3293.49.

The east bound structure is the present structure which will be widened on each side to provide for two east bound lanes and an acceleration lane on the westerly side. The span lengths will vary as shown on Drawing No. 23693. The roadway width varies from 50' on the southerly end to approximately 58' on the northerly end allowing no provision for pedestrian traffic. This structure will be on a 900' vertical curve with an ascending grade of 0.299% to the south and an ascending grade of 1.9101% to the north. The point of intersection of the grades being at Station "EB" 1217+60 at elevation 3294.33.

The frontage road or "D" line structure is 203' long consisting of 63'-75'-63' prestressed reinforced concrete girders and has a 40' roadway with no provisions for pedestrian traffic. The structure will be on a 700' vertical curve with an ascending grade of 3.70% to the south and an ascending grade of 3.90% to the north. The point of intersection of the grades being at Station "D" 1221+60 at elevation 3301.12.

The minimum clearances, both horizontal and vertical, are as shown on the plan and elevation drawings for each structure and are equal to or greater then the PUC minimums. Due to the nature of the construction of the widening of the existing structure it will be necessary to require a minimum construction clearance for falsework which will be 21'6" vertically and 12' north of the center line of the main line track and 12' south of the center line of the first siding track horizontally. We checked with Mr. T. S. Scanlon of the railroad and his opinion was that the second siding or ice house siding could be closed during the construction of the widening. A diagram of the construction clearances is shown on Drawing No. 23693.

The estimated average traffic on the overcrossing is approximately 2700 with an anticipated increase to 4600 vehicles per day in 20 years. The railroad movements at the site are 12 freight, 4 passenger and 6 helper making a total of 22 train movements per day.

These overcrossings are to be constructed with Federal and State funds and since the railroad will not benefit from the construction of these structures no participation in the cost has been requested from the railroad. Any necessary expense incurred by the railroad in connection with the construction of the project will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project the State should do the following things: Prepare plans, specifications, award contract and supervise construction. Upon completion of the project the State will maintain the structures and all highway appurtenances.

In this construction project the railroad should furnish preliminary engineering, watchmen and flagmen services to protect its operations during the construction period and, if necessary, remove and protect its signal and communication lines during the same period, replacing them in final location upon completion of the construction. At their cost and expense maintain the roadbed trackage and other railroad appurtenances.

Will you please prepare an application for a PUC order permitting the construction of the above structures. July 23, 1970, is the date on which bids for the construction of these structures are to be received.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

TCR:jf
cc: Tom Edwards
T. W. Litchfield

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MAR 26 1970
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**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 24, 1970

Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland, Oregon 97227

Attention: R. B. Hardin

Gentlemen:

Re: North Powder Overcrossing UPRR
N. Powder-N. Powder R. Sec.
Old Oregon Trail Highway
Union County
Bridges Nos. 7292A & B & 9500
Your File: D 315-2-136

We are attaching four prints each of Drawings Nos. 23386, 23692, 23693 and 23694 which are the vicinity map, plan and elevation of the west bound, east bound and "D" line overcrossing of the UPRR. On March 24, 1966, you were informed that we were in the process of improving the interstate highway in this area and planned to overcross your tracks at these locations. We are making application to the Public Utility Commission for an order to permit the construction of the crossings and will use the attached drawings as exhibits.

The clearances around the tracks are shown for each structure on their respective plan and elevation drawing and in all cases are equal to or greater than required by the Public Utilities Commission.

We have noted that the track spacing in the neighborhood of these structures is below standard. We have, with the exception of the existing structure, provided sufficient span length to allow the standard 15' spacing between tracks. With the exception of the widened existing structure no impaired construction clearances will be necessary; however, in order to conform to the type of the existing structure, it will be necessary to require a vertical construction clearance of 21'-6" above the base of rail and 12' horizontal construction clearance from the center line of the main and siding track closing the ice house siding during the construction of the girders. The closing of the second siding or ice house track was discussed with Mr. Tom Scanlon. He indicated that this could be allowed.

NOTED
TOM EDWARDS

We have scheduled July 23, 1970, as the date for receiving bids for the construction of these structures and would appreciate your expediting the matter of the Public Utilities Commission's order and railroad-highway agreements as much as possible.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

TCR:jf

cc: Tom Edwards ✓
T. W. Litchfield
Jack Sollis

RECEIVED
MAR 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

C9A 3966
C9A 4089
RR 709

SU-581(1) Tualatin River (Schamberg) Br. 1970
Sec., of FAS 950, SW of Portland
#7515 (Grad., pav. & structure)

C&A 4103

7515

May 10, 1973

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $400 will be made to Selby Bridge Company on Contract No. 7515 for work on the Tualatin River (Schamberg) Bridge Section of FAS 950 in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $283,418.89 including the post-final payment. Of the total $474.76 is for force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Selby Bridge Company
1111 N. W. 33rd St.
Vancouver, Washington 98663

C. T. Keasey
Walt Hart
V. E. Smeeg Attn: Dick Hacek
L. W. Rulien

5

7515

March 12, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $2,000 will be made to Selby Bridge Company on Contract No. 7515 for work on the Tualatin River (Schamberg) Bridge Section of FAS 950 in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $286,018.69 including the post-final payment. Of the total, $474.76 is for force account.

Very truly yours,

C. W. Hood, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Selby Bridge Company
1111 N.W. 33rd Street
Vancouver, Washington 98663

bc C. T. Kessey
Walt Hart
V. E. Shoog
Attn: Dick Hacek
L. W. Hallen

7515

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 28, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
Tualatin River (Schamberg) Bridge Section
Washington County
Contract No. 7515

The contractor on this project, Selby Bridge Company, has requested that he be granted an additional 75 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delays due to strikes, relocation of power lines, overrun in a lump sum item, removal of old existing piling from the river, and two grading extra work items as his reasons for failure to complete the work on time.

The contract was awarded December 11, 1970, and allotted 200 calendar days to complete the work. This forecast a completion date of July 10, 1971. The work was completed August 13, 1971, with 234 calendar days charged for an excess of 34 days. On March 22, 1972, you granted an extension of 11 days to establish a new completion date of July 21, 1971.

The contractor has supplied additional information indicating the project was delayed eight days by the relocation of the power lines. The removal of the old existing piling from the river has been determined to be extra work and a two-day extension is being granted. The overrun in the lump sum reinforcing steel informational quantity is not cause for extension of time since no plan change was involved and the two grading extra work items were covered in the first extension. The structure work was delayed 19 days by a labor dispute, only nine days of which were recognized in the first extension, leaving ten more days to be recognized now.

Based on the above, I have granted the contractor a 20-day extension in addition to the 11-day extension granted previously. Liquidated damages are being assessed for three days at $100 per day for a total of $300. This is a Secondary Urban project and the concurrence of the Federal Highway Administration is not required.

This matter will be on the agenda for your concurrence at the March 6 meeting.

WBR:dh/JAB:fw jf

bc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. W. Rulien
V. L. Gallagher
Gary Ross
Gary Sund

5

7515

February 28, 1973

Selby Bridge Company
1111 N.W. 53rd Street
Vancouver, Washington 98663

Gentlemen:

The Oregon State Highway Division has considered your request for an additional 75 days to complete work on Contract 7515, Tualatin River (Schamberg) Bridge Section of FAS 950 in Washington County.

Careful consideration has been given to the reasons you submitted. In light of the available facts and provisions of the contract, the Oregon State Highway Division has granted you a 20-day extension of time without assessment of liquidated damages in addition to the 11-day extension previously granted. This will reduce the number of days for which liquidated damages are being assessed from the original 34 to 3 days.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Region Engineer or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
L. W. Rulien
Arvey Nelson
V. L. Gallagher
V. E. Skoog

WBR:dh:JAB:fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7515 Contractor Selby BridgeCo.

Highway FAS 950 Schamberg Bridge

Section Schamberg Bridge

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~**GRANTED**~~. The reasons for such recommendation are as follows:

Grant an ~~18~~ 20-day extension for delays caused by the relocation of power lines, labor disputes and removal of existing piling.

Recommended for Approval:

Allan C Howard
Division Engineer

Asst. Construction Engineer or ~~Bridge Engineer~~

~~Deputy~~ State Highway Engineer

Contract No.	7515
Project designation	FAS 950 State-Federal
Date awarded	12/11/70
Work started	1/4/71
Per cent completed	100% 8-13-71 Date
No. of Workdays Allowed	200
No. of Workdays Used	234
No. of Added Workdays Requested	18

[illegible]

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 9, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 275 days, within which to complete our Contract No. 7515, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

Selby Bridge Company
Contractor

By

CONSENT OF SURETY

Date January 15, 1973

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R. J. Carr
R. J. Carr Attorney-in-fact
BRAD BANNON INSURANCE AGENCY, INC.
Randolph E. Nau
RANDOLPH E. NAU Resident Agent

(SEAL)

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 20, 1973

SUBJECT: Second Request for Time Extension
Tualatin River (Schamberg) Bridge
Contract No. 7515

To: H. S. Coulter
Assistant State Highway Engineer

FROM:

John A. Bond
Construction Administration Engineer

RECEIVED
STATE HWY ENGR
FEB 26 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

Selby Bridge Company has made a second request for time extension. This request evolved from a couple structural claim matters which may be settled if we act favorably on some additional time extension. This project was completed August 13, 1971 with 34 days liquidated damages accrued. Extension for 11 days of this was confirmed at the March 22, 1972 Highway Commission meeting which left 23 days or $2,300 still withheld.

The basis of the 11 days granted then was 9 days allowance for concrete suppliers strike in June, 1971, plus 2 days for extra work on a county approach and a re-design of some roadside ditches to make them deeper. This was a Secondary Urban project on a Washington County FAS route with a contract amount of $292,122 which covered a new 310-foot structure and several hundred feet of approach roadway work in each direction where grades were raised on existing alignment.

In reviewing this second request, it has been concluded that we should recognize an additional 8-day delay early in the project due to utility conflict. This is where an existing PGE line was relocated out of the way but the old line was not removed and probably delayed pile driving for 8 days. The claim discussions have resulted in the State acknowledging some extra compensation due the contractor for removing some old existing piling in the vicinity of the new bridge site, and having recognized this additional compensation, we should also recognize the associated time which is 2 days. The strike of concrete material suppliers lasted from June 1 through June 27, 1971. The structure was well along, being 83 percent completed by this time. However, it has been shown that as of June 8, the contractor had certain rail forming ready and waiting for delivery of concrete. No further concrete pouring was done until the strike was over.

RECEIVED
FEB 23 1973
Office of
Assistant State Highway Engineer

SP*32475-734

It has been recommended to recognize the time from June 8 through June 27 (the end of the strike) or a total of 19 days delay attributable to the concrete supply problem. Nine days of this was recognized in the first extension granted, leaving 10 days to pick up on this new one. This is probably a very liberal interpretation in the contractor's favor as far as the effect of the concrete suppliers strike. However, the contractor did cooperate in opening the project to limited local traffic early. This was at the request of Washington County but so far as I can determine, no extra compensation was made to the contractor because of this unanticipated early use of the project while some of the contract work was still being performed.

Rough draft letters to the Highway Commission and the contractor on the basis of an additional 20-day extension are attached.

JAB:fw
Enc.
cc V. L. Gallagher

WASHINGTON COUNTY
COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
JOHN C. ANICKER, Chairman
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS
BURTON C. WILSON, JR.

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

May 22, 1972

Arvie Nelson
Resident Engineer
Oregon State Highway Division
12949 S. W. Pacific Highway
Tigard, Oregon

Re: FAS No. 950
(Schamburg Bridge Project)

Dear Mr. Nelson:

Representatives of the Palos Construction Company have asked for clarification of the request made by the Board of County Commissioners pertaining to transportation or traffic over the subject bridge prior to completion and acceptance.

The Board of County Commissioners had requested the contractor to permit, under close supervision, the passage of farm equipment back and forth across the river even though the bridge was not open to normal vehicular traffic. It was possible through the special supervision of the contractor for the bridge to be opened to such local traffic as listed above, from June 16, 1971 on.

Yours very truly,

John F. Crockett
Chief, Engineering Division

JFC:bh

cc: City-County Engineer
Palos Construction

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JUN 15 1972

FOR FILING
7515

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 9, 1972

TO L. Rulien
Region 1 Engineer Attention: A. C. Harwood

FROM R.W. Ellison
R. W. Ellison
Bridge Administration Engineer

SUBJECT Tualatin River (Schamberg) Bridge
FAS 950
Contract 7515
Contractor's Claims

The contractor's claims, which were submitted with your letter of April 11, 1972, relative to the subject structure have been reviewed (see attached analysis).

As indicated by the analysis it appears that the claim for removal of piling does have a basis and should be paid.

The claim for excess concrete used in the deck pour has been thoroughly researched and the concrete accounted for. This claim appears to have no basis and should be denied.

I recommend that you proceed with your dealings with the contractor on the above basis.

RWE/ag
Attach.

cc A. E. Johnson
A. Nelson w/attach.
R. J. Wright

NOTED
A. E. JOHNSON

RECEIVED
JUN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1972
FOR FILING

7515

April 14, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $1,100 will be made to Selby Bridge Company on Contract No. 7515 for work on the Tualatin River (Schamberg) Bridge Section of FAS 950 in Washington County as soon as the warrant is prepared.

The total amount paid on this contract will be $233,015.89 including the post-final payment. Of the total, $474.76 is for force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
cc Selby Bridge Company
1111 N. W. 33rd Street
Vancouver, Washington 98663

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: John Harr
L. W. Balion

c

RECEIVED
MAY 8 - 1972
FOR FILING

7515

#2

April 6, 1972

Salby Bridge Company
1111 N. W. 32nd Street
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission at its meeting on April 4, 1972, considered your request for an additional 36 calendar days on Contract No. 7515 for work on the Tualatin River (Schamburg) Bridge Section of FAS 950 in Washington County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you an 11-day extension without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FKN:dr:kl

bc C. T. Kasey
Walt Hart
V. E. Shoog
L. W. Rulien
Arvey Nelson

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 9, 1972

SUBJECT: Tualatin River-Schamberg Bridge
FAS 950
Contract No. 7515

To: Mr. W. J. Hart
Bridge Engineer
Salem

Enclosed find a request from the contractor on the subject project for an increase in time in which to complete work without assessment of liquidated damages.

Bids received		12-3-70
Notice of award		12-11-70
Commencement of calendar date count		12-23-70
Executed contract returned to contractor		1-7-71
Work started on project		1-4-71
Work completed		8-13-71
Calendar days allowed	200	
Calendar days used	234	

Contractor requests 54 additional days with the following items being set forth as the reasons for the increased time:

		Al Harward	Contr.	Grant
1.	Delays in relocation of the power line requested	0	12 days	0
2.	Operating Engineers strike against concrete suppliers requested	5	28 days	9
3.	An overrun in the lump sum items - steel reinforcement requested	0	2 days	0
4.	Removal of piling from the river requested	0	2 days	0
5.	Construction of road approach requested	1	2 days	1
6.	An information picket posted by Local 701 impeded delivery of aggregate for surface requested	0	6 days	0
7.	Extension and deepening drainage ditch on Extra Work requested	1	2 days	1
		7	54	11

NOTED
W. J. HART

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FEB 11 1972
BRIDGE DIVISION

SP*82678-734

The contractor also pointed out that he permitted essential traffic to use the bridge 58 days prior to the completion of the project.

Resident Engineer Nelson recommends against allowing time for Item 1, since the relocation of Portland General Electric lines was completed before the conflict with the contractors work. I concur with Nelson's recommendation.

NO

Item 2 Local 701 strike against the ready mix suppliers appears to have had little affect on the contractors operations. Since the completion of the structural work lagged only 3 days behind the grading work, Nelson can see no reason for granting more than 3 days on the basis of the suppliers strike. Later in his presentation Nelson recommended 2 days be allowed for grading work. Following the Residents reasoning and allowing the 2 days for the grading work would necessitate allowing 5 days for Item 2. Five days are therefore recommended.

[illegible]

Item 3 Approximately 104,000 pounds of reinforcing steel was needed to complete the lump sum item of steel reinforcement, instead of the 89,100 pounds indicated in the special provisions. There was a change in the contract which affected quantities of reinforcing steel. I can therefore see no basis for allowing additional time and concur with Nelson that no time be allowed.

check contract change

Item 4 involves removal of 38 timber piling from the river, which apparently were not part of the old structure. The contractor previously made request to the Resident Engineer for additional compensation for this work, but his request was rejected on the basis that the removal of these piling were included in the work for removal of remaining portions of the Tualatin River Bridge, paid for under Item No. 16 - Bridge Removal Work.

No

Under removal of bridges, the special provisions indicate work should be in conformance with Section 202 of the Standard Specifications suppliment and/or modifications which indicate everything within the right of way is to be removed.

check.

I still feel this position is correct, therefore concur with Nelson's recommendation that no time be allowed. The contractor will be re-submitting his request for additional compensation however and should it be determined that the removal of the piling is extra work, then extra time should be allowed.

Item 5 Nelson recommends 1 day for construction of a road approach as a service to the County. This road approach was not part of the contract work, but was a private deal between the County and the contractor to provide County access to property adjacent to the road. I recommend the one day be allowed for this work.

Item 6 Nelson recommends against allowing time for the alleged slowdown of work due to the informational picket placed at the aggregate suppliers plant. I concur with Nelson's recommendations in that it is not evident that any delay

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BRIDGE DIVISION

was incurred. Apparently the aggregate was delivered to the job as fast as the contractor was capable of placing and processing it. The handling and placing of all but a small quantity of spotting material was accomplished in 7 days according to Nelson's records. Nelson recommends against any time and I concur with his recommendation. 7

Item 7 The Resident Engineer recommends 1 day for cleaning and deepening of drainage ditches on extra work. I concur with this recommendation. OK

The Resident Engineer recommended a total of 5 additional days be allowed. This office recommends 7. The contract over ran 34 days so the acceptance of the 7 days recommended by this office will leave 27 days.

Also enclosed, in addition to Nelson's analysis of the claim, is a work, weather chart.

L. W. Rulien
Regional Engineer

by Allan C Harwood
A. C. Harwood
Regional
Construction Engineer

ACH/bd
enc
cc: A. D. Nelson

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BRIDGE DIVISION

FORM 2-90 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tigard 97223
December 28, 1971

SUBJECT: Time Extension Request
Tualatin River (Schamberg) Br.
FAS 950
Contract 7515

To: Mr. L.W. Rulien
Region Engineer
P.O. Box 02157
Portland 97202

ATTENTION: Mr. A.C. Harwood
Region Const. Engineer

Submitted for your consideration is a time extension request received from Selby Bridge Company requesting that the subject contract specified 200 calendar days be increased to 254 days.

Selby Bridge Company was awarded this contract December 11, 1970. With calendar day count beginning December 23, the specified 200 calendar days expired July 10, 1971. Contract work was completed August 13, 1971, with 34 days of liquidated damages assessed.

Work performed by this contract consisted primarily of the construction of (1) a 310-foot length by 40-foot roadway width, 3-span, prestress beam structure, and (2) roadway approach work consisting of placing embankment fill, base aggregate, asphalt paving, and guardrail required with the reconstruction of 1,500 feet of revised and elevated roadway alignment. The contract amount to perform this work being $292,122.00.

In a general evaluation of the contractor's progress in completion of contract work, I feel there were only two real significant factors which attributed meaningful delay to the contract completion. The first item, of foremost importance, which I feel to be the root cause of all contract liquidated damages being created by the prime contractor himself as a result of the slow progress he performed in the completing of his bridge work to the point of making the deck pour. Placing the deck of the new structure was a very critical item which definitely affected contract completion as the borrow area obtained by the grading subcontractor was at the south bridge approach. Placing the north roadway fill embankment could only be made with a haul across the new structure. The bridge deck was not poured until May 25, 1971. It was therefore June 15, with tests indicating the deck concrete had obtained required strength, before haul was permitted across the structure. June 15 being just 3½ weeks prior to the specified completion date. In our unofficial conversations with the contractor's personnel the implication we received was that the agreement between parties was to have the structure available to provide haul to the north approach area prior to May 15, 1971.

With the limited time remaining with structure haul obtain in mid-June, the second item which slowed contract completion was unfortunate late June showers. Of the last two weeks in June, one week of work on the subgrade fill was lost due to a wet and soft grade. As a result of the delayed structure haul plus aggrevating June showers, grading work on the subgrade embankment was not completed until July 16, 1971.

With the contractor's contract work "as pursued vigorously to completion" in mind as I review the time extension request, I feel it is only through the contractor's own incompetence or lack of vigorously pursuing his work to completion that we are saddled with the time consuming task of processing this time extension request. In apparent rationalization each plan deviation presenting a possible extension consideration has been submitted regardless of justification. Not mentioned are numerous quantity underruns, contractor requested plan changes, and contractor requested work deletions each of which were certainly helpful to the contractor in expediting job completion. Possibly we should reciprocate and consider deducting days for those changes, underruns, and deletions beneficial to the contractor. It should be pointed out the quantity underruns, etc. more than offset the overruns, etc. mentioned in the contractor's request, as the final contract payment of $284,844.13 is $7,300 under or 2.5% less than the total of the original contract bid items.

In consideration of the contractor's request I feel the distinct differential in the nature of the critical contract work being performed should be noted. Prior to the bridge deck pour of May 25, bridge work is surely the contractor's critical work and likewise after May 25 the grading work becomes the critical work governing contract completion.

Our comments and extension recommendations for the individual items presented by the contractor are noted hereafter in a similar order as is listed by the contract in his request.

ITEM 1. Abnormal snow and flooding delayed Portland General Electric (PGE) in relocating power lines which prevented starting the contract pile driving operation and also stopped clearing.

Our records show the January snow to be of a three day duration, January 12 through January 14, 1971, with a maximum unofficial 8-inch depth. The weather bureau has recorded at the nearby Hillsboro station a maximum depth of 6 inches. We, therefore, feel the 16-inch snow depth indicated by the contractor to be in error.

We have recorded a maximum high water elevation of 122.9' occuring on consecutive days of January 20 and 21, 1971. Information obtained from the Corps of Engineers pertaining to Tualatin River flooding indicated the January 1971 high water elevation to be considerably below a five year flood, yet slightly above an average high water; being estimated to be possibly a two year flood. Three river gauging stations were considered; one upstream at Farmington, another downstream at West Linn, and the third the Elsnore Station at the structure site. Each station indicated a similar high water slightly above average. An extreme high water elevation of 130 feet is shown on the bridge plans. Also shown on the plans is a mean high water elevation of approximately 120 feet.

We would certainly consider the snow and high water of January 1971 a very normal and expected occurance. The January highwater did not prevent or adversely effect contract work. However, two days were not worked because of snow. The snow of January 12 and 13 did delay PGE approximately one week in completing the power line relocation. However, it very definitely did not prevent or delay contract pile driving or for that matter delay any other work in any manner. PGE delivered poles and started relocation work Friday, January 8, 1971, the same day the contractor completed the necessary clearing to enable relocating the power line. PGE continued work on Monday, January 11, but the ensuing snow created a considerable amount of emergency work which in making repairs prevented PGE until the following Tuesday, January 19, to return to job site and on this day complete the power line relocation.

As per the contractor's schedule pile driving started at Bent 2. Prior to driving these piling it was necessary that the contractor construct a work bridge to the Bent 2 pile location. On Monday, January 11, the prime bridge contractor arrived at the job site, erected a dry shack and tool shack, and started work on the Bent 2 work bridge. The work bridge was completed, Tuesday, January 19, the same day the power line was relocated.

Fifteen concrete piling were driven at Bent 2. It should be noted the pouring of these pile was not completed until January 20 and that the concrete piling were not delivered to the job site until Monday, January 25. The first concrete pile was driven at Bent 2 January 29. Clearly the power line relocation did not prevent or delay pile driving. To have expedited the pile driving operation would have first required the piling to have been cast at an earlier date and secondly the contractor to have completed his preparatory trestle work at an earlier date. If relcating the power line be so critical possibly the contractor should be questioned as to why he did not complete that small amount of clearing work necessary to make the relocation at an earlier date to assure that the work would be completed in accordance to his whim.

With clearing work associated with relocating the power lines completed on January 8, additional clearing work was not again performed until late April. I have no idea why the request mentions that power line relocation stopped clearing.

I recommend positively no additional days be allowed Item 1.

ITEM 2. Local 701 strike at ready-mix concrete plants.

The 701 strike affecting concrete delivery began June 1 and was settled June 26, 1971, with concrete deliveries resuming Monday, June 28.

With the June 1 strike all the contract structure concrete was placed with the exception of that few yards of concrete required with the bridge rail hand pours. On June 8 the first piece of rail form was formed up and ready to pour. State-approved concrete was available from non-union plants and obtaining concrete from this source was mentioned by the contractor at this time as he was also non-union and stated he had no binding contract with the previous concrete supplier. In subsequent discussions, however, I was approached and questioned as to the possibilities of obtaining a time extension related to the concrete supplier strike. I advised that if critical contract work was being delayed due the strike very likely a favorable extension consideration would be received. I further advised that of

W. J. HART
FEB 11 1972

our remaining contract w[illegible]: I considered the grading work to be the critical work to be completed. I stated I felt a few days delay in pouring the bridge handrail would not be a valid reason to expect to receive a time extension. The bridge rail however was not poured until after the June strike was settled. Normal bridge work continued during the period of the postponed rail pour [illegible] stripping deck and diaphragm beam forms as well as placing timber sheathing at the river pile bents. I feel the bridge work very likely purposely progressed at a snails pace from mid-June on to provide an August completion which would coincide with the grading completion with the thought this would add emphasis to the consideration of the concrete strike request.

Completion of the placing of the bridge parapet rail plus completing other miscellaneous bridge items did in fact continue three days beyond the completion of the grading work. With reservation, I recommend three additional days be granted Item 2 to cover the days the bridge work continued beyond the completion of the grading work.

ITEM 3. Error in Special Provisions lump sum reinforcing steel quantity shown.

The contractor is correct in that the Special Provision estimated quantity shown was 89,100 pounds and also correct in that the actual required quantity of reinforcing steel placed was approximately 104,000 lbs.

The reinforcing steel was placed as per plan detail without revision. In that the Standard Specifications are explicit in stating that the lump sum quantities are reasonable approximates only with the understanding no allowance will be made should these quantities overrun or underrun, I recommend no additional days allowed Item 3.

ITEM 4. Pull and dispose of piling.

The 38 piling removed were existing structural piling within the new structure area. The pile number of 58 in request is in error. These piling were removed as a part of the specified contract bridge removal work as set forth in Section 202 of the Standard Specifications. No additional days recommended Item 4.

ITEM 5. Added road approach with 24-inch pipe.

The construction of the added road approach was strictly through an agreement reached between the grading subcontractor and Washington County. The contractor had obtained approximately 1,500 cubic yards of embankment borrow from an area of Washington County right of way. The construction of the approach was performed as a royalty payment for the County borrow.

The contractor worked one day placing pipe and approximately 100 cubic yards of fill. With this work performed during the completion of the critical grading work, I recommend one additional day be granted Item 5.

ITEM 6. Informational picket at plant of aggregate base supplier prevented obtaining sufficient haul trucks.

The contract is correct in that only four to six trucks were used hauling aggregate base. Additional facts should be mentioned, however, to present a true evaluation of the contractor's request.

W. J. MAKI
1972
BRIDGE DIVISION

First, it should be noted the total aggregate base required by this contract was of a very small quantity. The total aggregate placed being 3,900 tons of 1½"-0 base and 790 tons of 3/4"-0. Second the contractor's placing procedure and the character of the project were such that made a production aggregate placement very impractical. Base rock was first placed at the south approach and then processed. Base rock was then placed and processed at the north approach. The 3/4"-0 rock was also placed in a similar two phase place and process manner. Seven haul days were required to place the aggregate base (5 for 1½"-0, 2 for 3/4"-0) not including the days of incidental spotting to obtain redtop grade.

Contrary to the contractor's statement of a 1¼ hour trip cycle, we have documentation on the aggregate weight tickets which show a normal truck trip cycle to take from 35 to 45 minutes. In fact, on June 22, one of the rare days with an all day haul, 4 trucks working 10 hours hauled over 800 tons of rock with trucks getting 13 and 14 loads each.

Local 701 did post an informational strike picket at the aggregate suppliers place of business. However, again the information presented by the contractor is not complete and possibly not totally correct.

The operating engineers strike in question began June 1 and was settled June 26. It should be noted the subcontract for this contract was signed by the aggregate supplier June 18 during the time of the strike. As I understand the situation from conversation with Local 701, the aggregate supplier was an union company prior to the June strike. The supplier continued to work during June without union picketing as an agreement was reached which provided the supplier would honor the conditions of the strike settlement. Apparently the aggregate supplier did not live up to his word and accept the agreement negotiated by labor and the contractor association he was a member of, as with the strike settlement he chose to go to a non-union shop. With this development an informational picket was placed July 5 at the aggregate suppliers place of business.

Placement of the rock base was scheduled to start and did start July 20. The June 20 date in request is an obvious error.
Subgrade not ready for rock until July 16

To have had ten or twelve trucks available to work a one-half day, every other day type of schedule, would have been of some benefit to the contractor. Had the supplier made an effort to obtain an additional number of trucks and was unsuccessful, I feel that the short duration of the job and the unsteady work schedule during the trucker's busy summer season would certainly be the prime cause that additional trucks would be difficult to obtain and very unlikely that a truck shortage was created by the information union picket.

I recommend no additional days be allowed Item 6.

7 days to haul + several day spotting

ITEM 7. Extra work on ditch drainage.

Additional work was performed deepening a ditch excavation. A total of 10½ hours Gradall time was expended which produced a total extra work cost of $434.00. The grading subcontractor hired an owner-operated Gradall to perform all the ditch excavations required. The additional excavation by extra work

W. J. HART
FEB 11 1972
BRIDGE DIVISION

provided only additional work for the Gradall and additional profit for the subcontractor as the job completion was certainly not extended by this work. On the contrary, it was beneficial to the contractor as the extra work at the south approach reduced the Gradall standby time while the north approach fills were being completed so the north ditches could be excavated.

However, in that I feel the grading work being performed to be the critical work, I would recommend a one day extension be allowed Item 7.

In addition to the specific request items noted in the extension request, the contractor also asks consideration be given the fact that essential traffic was permitted travel across the project prior to completion. I will confirm the fact that during the month of July local traffic was generally permitted use of the unfinished roadway, though there were periods when the work on the roadway subgrade and base rock was such that travel through the project was not permitted. After the paving was completed August 4, near unrestricted travel was allowed to all parties venturing past the road closed signs in place at either end of project.

In summation, I find justification in granting only a five-day extension. I feel that had a positive determined effort been extended on the contractor's part to complete this contract as specified and then combined this effort with a somewhat larger crew this contract would have been completed without liquidated damages.

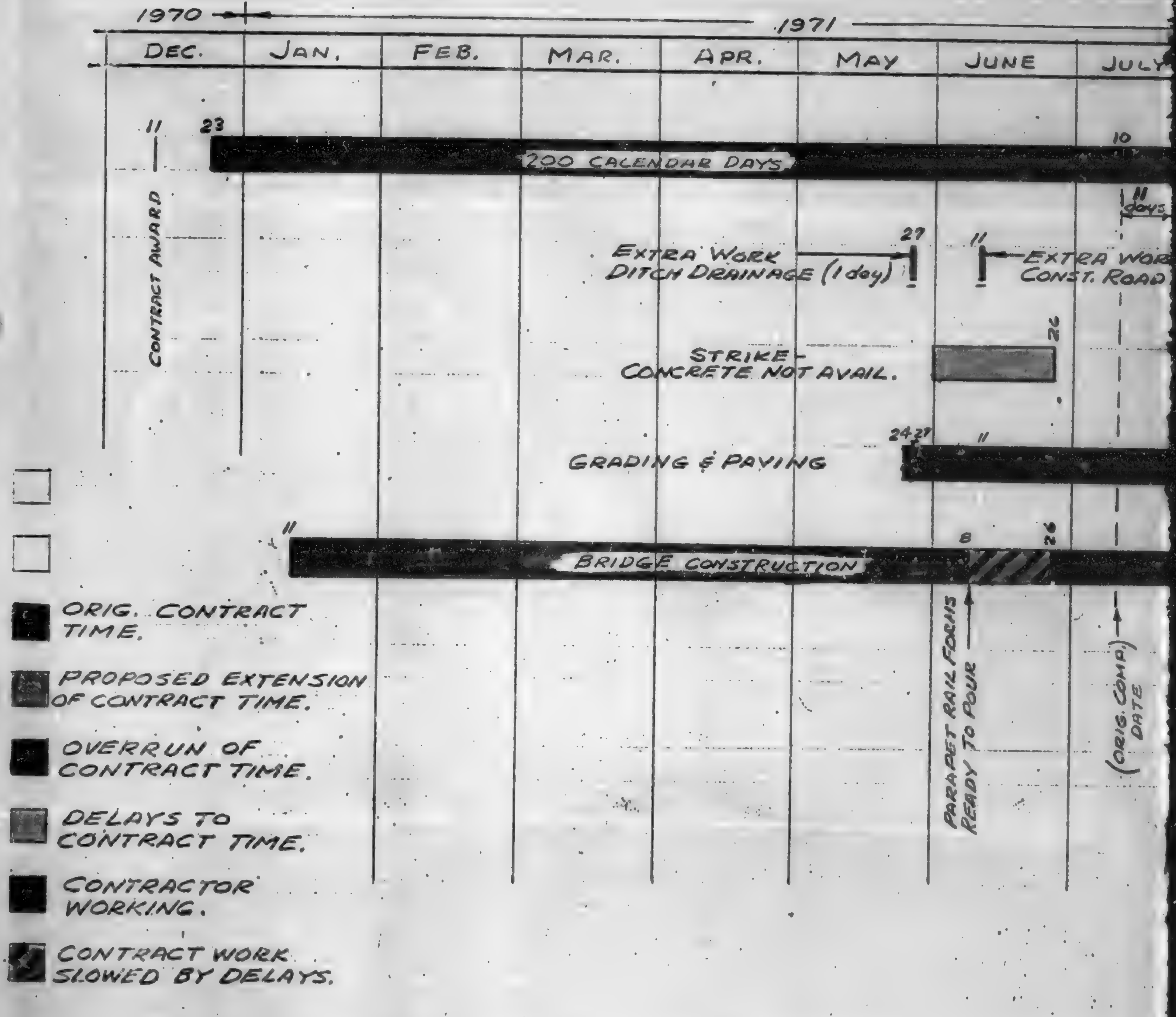
Arvey Nelson

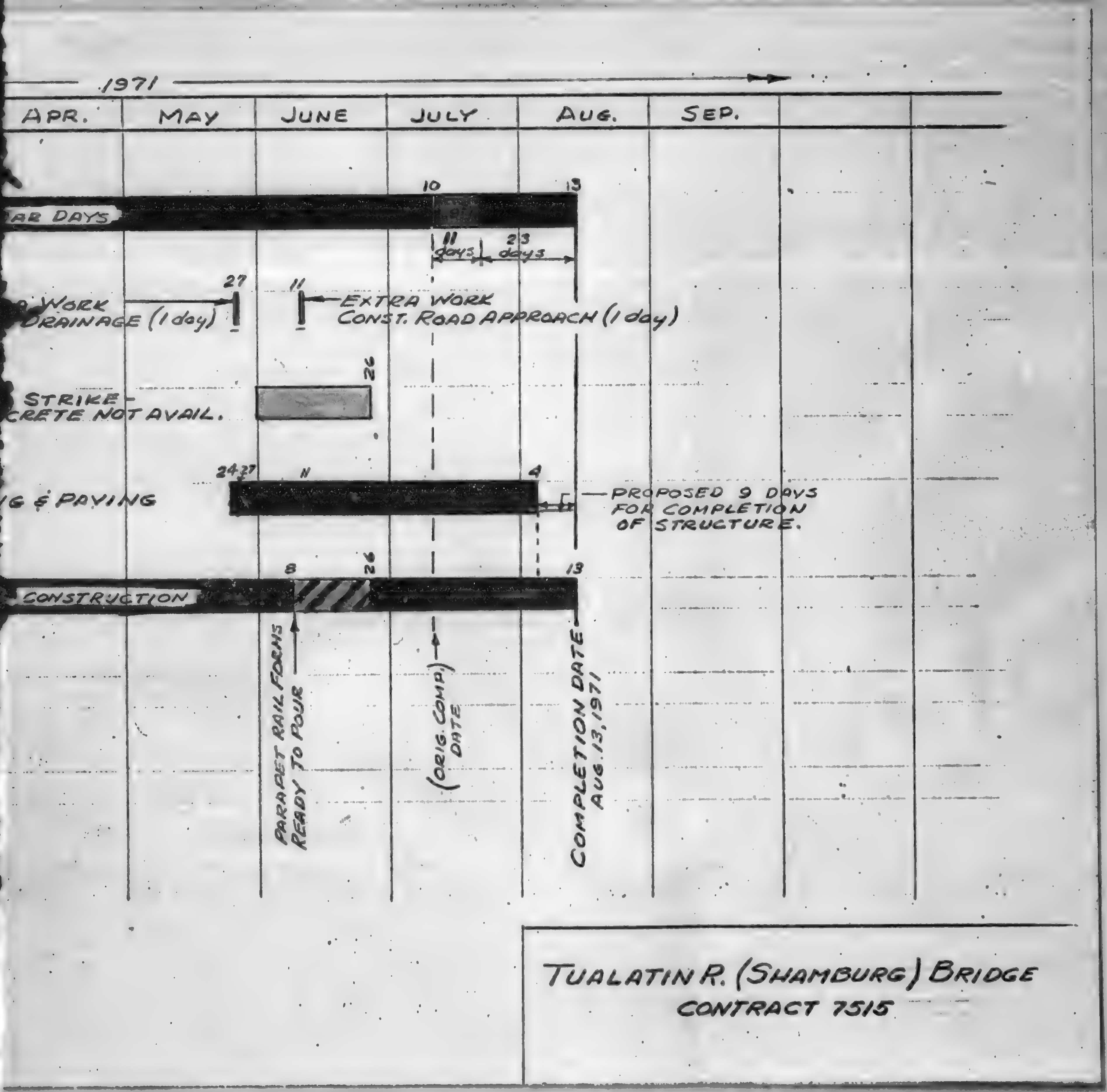
Arvey D. Nelson
Resident Bridge Engineer

ADN:mcp

Encl: Work/Weather Chart

BRIDGE DIVISION


1970
1971
DEC.
JAN.
FEB.
MAR.
APR.
MAY
JUNE
JULY
11
23
200 CALENDAR DAYS
10
11 days
CONTRACT AWARD
27
EXTRA WORK DITCH DRAINAGE (1 day)
11
EXTRA WORK CONST. ROAD
STRIKE- CONCRETE NOT AVAIL.
26
24 27
11
GRADING & PAVING
11
BRIDGE CONSTRUCTION
8
26
PARAPET RAIL FORMS READY TO POUR
(ORIG. COMP.) DATE
ORIG. CONTRACT TIME.
PROPOSED EXTENSION OF CONTRACT TIME.
OVERRUN OF CONTRACT TIME.
DELAYS TO CONTRACT TIME.
CONTRACTOR WORKING.
CONTRACT WORK SLOWED BY DELAYS.



TUALATIN R. (SHAMBURG) BRIDGE
CONTRACT 7515

RJW:dh og

bc: Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
Walter J. Hart
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund
L. W. Rulien

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MAR 23 1972
FOR FILING

7515

DATE March 22, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 2

Selby Bridge Co., contractor fr the construction of the Tualatin River (Schamberg) Bridge in Washington County, Contract 7515, has requested that he be granted an additional 54 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites delays due to strikes, relocation of power lines, overrun in a lump-sum item, removal of piling from the river and two grading extra work items as his reasons for failure to complete the work on time.

The contract was awarded December 11, 1970 and allotted 200 calendar days to complete the work. This forecast a completion date of July 10, 1971. The work was completed August 13, 1971, with 234 calendar days charged. This is an excess of 34 days.

The job records indicate that the relocation of the power lines did not affect job progress and the overrun in the lump-sum item and the removal of piling from the river are not cause for extension of time within the language of the specifications; however, nine days delay due to a strike against the concrete suppliers and two days delay due to extra work items are valid reasons for an extension of time.

I recommend that the contractor be granted an 11 day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 23 days, which amounts to an assessment of $2,300.

This is a secondary urban project and the concurrence of the Federal Highway Administration is not required. This matter will be on the agenda for your consideration at the April 4 meeting.

E-330 (Rev.)—[illegible]

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
OCT 2 8 1971
☐☐☐☐☐☐☐☐
FILE: ____________

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date September 16, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 200 days to 254 days, within which to complete our Contract No. 7515, without the assessment of liquidated damages. The said contract is described as follows:

Tualatin River (Schamberg) Bridge

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

SELBY BRIDGE COMPANY
Contractor

By ____________

CONSENT OF SURETY

Date September 24, 1971

We, UNITED PACIFIC INSURANCE COMPANY

____________, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R. J. Carr Attorney-in-fact

(SEAL)

Resident Agent
Non-Resident Insurance Brokers License #520

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FEB 11 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7515 Contractor Selby Bridge Co.

Highway FAS 950 Schamberg Bridge

Section Schamberg Bridge

Kind of Work Bridge Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

Relocation of power lines, pile removal, and overrun in a lump sum item are not cause for an extension of time without assessment of liquidated damages. Grant 9 days for a strike and 2 days for extra work items for a total of 11 days. Assess liquidated damages for 23 days.

Recommended for Approval:

Allan C [illegible]
Division Engineer

R.W. [illegible]
Construction Engineer or Bridge Engineer

A Johnson Admin
Asst. State Highway Engineer

Contract No.	7515
Project designation	FAS 950 (State-Federal)
Date awarded	12/11/70
Work started	1/4/71
Per cent completed	100% 8-13-71 (Date)
No. of Workdays Allowed	200
No. of Workdays Used	234
No. of Added Workdays Requested	~~34~~ 11

RECEIVED
MAR 1 - 1972

STATE COPY

FORM PR-33C (REV.

FOR FILING

2-17-72

cc: OSHD (Oregon)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

SU-581(1)
7515

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT	STATE Oregon	REGION NO. 8
SIGNATURE R. H. Young	COUNTY Washington	
TITLE Programing Engineer	PROJECT NO. SU-~~313~~ 581(1)	
BUREAU OF PUBLIC ROADS INSPECTION MADE BY W. H. Bryant, Area Engineer	DATE OF INSPECTION 9/14/71	
IN COMPANY WITH Caleb Frohig, FHWA; A.C. Harwood, Asst Reg Engr, OSHD; A. Nelson, Res Engr, OSHD		
CONTRACTOR'S NAME Selby Bridge Co.	CONTRACT AMOUNT $ 292,122.00	

DESCRIPTION OF IMPROVEMENT AS PROGRAMED	IMPROVEMENT AS CONSTRUCTED				
	ROADBED (Width ________ feet)			STRUCTURES OVER 20-FOOT SPAN	
	TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
One structure with temporary approaches. Prestressed beam structure, length 310', roadway width 40'	-	-	-	X081	0.060

COPY SENT
FEB 22 1972
REGIONAL OFFICE

REFERRED 2-28-72
Hunter

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*
BY DEPUTY STATE HIGHWAY ENGINEER

TUALATIN RIVER (Schamberg) BRIDGE

FAS 950

NOTED
E. B. HUNTER

Work completed on this project consisted of the construction of a 310' long by 42' wide, 3-span prestressed beam structure over the Tualatin River, plus the required roadbed embankment, aggregate base, guardrail, and paving of the revised roadway approaches. The project is located in Washington County approximately 2 miles northerly of the community of Six Corners.

The actual construction of all contract items was completed in reasonably close conformance with the approved plans and specifications without significant construction problems or unusual deviation from the planned

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE NOTED TOM EDWARDS	
TITLE W. H. Bryant Area Engineer	DATE 2/16/72	TITLE R. E. Simpson Division Engineer	DATE [illegible]

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED quantities.

The final estimated construction cost is $284,844.13 or 2.5% under the bid amount at $292,122.00. The final estimated cost of engineering is $24,250.00 or approximately 8% below the $26,336.00 authorized. Contract extra work was limited to one price agreement deleting the asphalt prime coat, one extra work order to cover costs of deepening a roadway ditch, and one State force order covering seeding and mulching embankment slopes.

A total of 234 days were used in completing the contract work as compared to the 200 days authorized. Liquidated damages in the amount of $3,400 were assessed accordingly.

The State's material certification is attached to the Division office copy of this report along with explanation of minor overruns and underruns.

Acceptance of the completed project is recommended.

RECEIVED
FEB 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 - 1971

FOR FILING

SU-581(1)

7515

November 2, 1971

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On October 29, 1971, we wrote to you concerning release of final payment on Contract No. 7515 awarded to Selby Bridge Company for work on the Tualatin River (Schamberg) Bridge Section of FAS 950 in Washington County.

Final payment on this contract is $500 and the total contract amount is $281,915.89 including $474.76 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Selby Bridge Company
1111 N. W. 53rd Street
Vancouver, Washington 98663

Frank Morgan
Ivan Merchant
V. E. Skoog
  Attn: John Kerr
L. W. Halien

RECEIVED
OCT 29 1971
FOR FILING

SU-581(1)
7515

October 29, 1971

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1214
Tacoma, Washington 98401

Gentlemen:

Contract No. 7515 awarded to Selby Bridge Company for work on the Tualatin River (Schamberg) Bridge Section of FAS 950 in Washington County was completed on August 13, 1971, and accepted by the Highway Commission on October 22, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 3, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Selby Bridge Company
1111 N. W. 53rd Street
Vancouver, Washington 98663

bc Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Herr
L. W. Hulien

RECEIVED
OCT 29 1971
FOR FILING

SU-581(1)

7515

October 28, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed August 13, 1971 on contract No. 7515. The contract was with Salley Bridge Company and was for grading, paving and structure on the Tualatin River (Schamberg) Bridge Section of the FAS 950 Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 22, 1971, and that you concur in this procedure at the Commission meeting on November 30, 1971.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VO:dg

cc Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Story
H. S. Cox
L. W. Rulien

SU-581(1)
7515

FORM E-1 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Tualatin River (Schamberg) Bridge	WEEK ENDING: September 3, 1971 SECTION PREFIX 534-1050
	HIGHWAY FAS 950	COUNTY Washington
NAME OF JOB Tualatin River (Schamberg) Bridge	KIND OF WORK Grading, Paving, & Structure	
CONTRACTOR Selby Bridge Company	CONTRACT NUMBER 7515	FEDERAL AID PROJECT NUMBER SU-581(1)
DATE OF CONTRACT December 11, 1970	DATE WORK STARTED January 4, 1971	[redacted] COMPLETION DATE August 13, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 234
PROJECT AUTHORIZATION: $ 332,125.97	SPECIFIED COMPLETION DATE July 10, 1971	PERCENT OF TIME ELAPSED 117.0%
EXCLUSIVE OF ENGINEERING: $ 305,789.99	ENGINEERING AUTHORIZATION $ 26,335.98	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 285,318.89	ENGINEERING COST TO DATE $ 24,250.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ Underrun 6.7 %	PERCENT OF AUTHORIZATION 92 %	DATE PROJECT WAS COMPLETED: August 13, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.34	0.34			0.34
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.34	0.34			0.34
TOTAL ESTIMATED QUANTITIES (CONTRACT)	24,000 c.y.	5,400 tons			1,090 tons
TOTAL QUANTITIES CORRECTED TO DATE	23,084 c.y.	4,697 tons			1,134 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None-no activity

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1733A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Partly Cloudy			
MONDAY 30	Showers			
TUESDAY 31	Showers			
WEDNESDAY Sept. 1	Showers			
THURSDAY 2	Showers			
FRIDAY 3	Partly Cloudy			
SATURDAY 28	Partly Cloudy			

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SEP 7 1971
CONSTRUCTION DIVISION
Routing
Decker
Bond
Johnsen
Glenn
Litchfield

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 29	No activity all week.
MONDAY 30	
TUESDAY 31	
Sept. WEDNESDAY 1	
THURSDAY 2	
FRIDAY 3	
SATURDAY 28	

REMARKS

Project is complete. Semi-final estimate was submitted on September 1, 1971.

Final weekly report for this project.

Const.

SIGNED ____________ LOCATION Tigard 97223

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

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AUG 17 1971
FOR FILING

SU-581(1)
7515

1843

WASHINGTON COUNTY
COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

August 9, 1971

Dear Sirs:

The Washington County Board of Commissioners will officially dedicate the new Schamburg Bridge on Tuesday, August 24, 1971 at 4:00 P.M. We would like to invite you to attend this dedication ceremony.

On June 30, 1969, the Schamburg Bridge received structural damage, apparently due to an overload, and was ordered closed by the Board after having served the residents of Washington County since 1934. The original structure was built at a cost of approximately $9,000. To replace that bridge, the only county structure crossing the Tualatin River east of Hillsboro, the County entered into a joint venture (Federal Aid Secondary Program) with the State and Federal governments which shared in the construction expenses.

The construction cost of the new bridge is $390,000 plus nearly $8,000 for the acquisition of right-of-way. Of this the County paid from Special Road Levy funds, the entire cost for the acquisition of right-of-way and 20% of the construction cost, the State paid 20% of the construction cost and the remaining 60% was paid by the Federal government.

The new bridge (which is built with prestressed concrete slabs) is 310 feet long, 40 feet wide, and is considered to be a permanent structure.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

Burton Wilson
Burton C. Wilson, Jr.
Chairman

NOTED
A. E. JOHNSON

copy for AEJ

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AUG 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

js

RECEIVED
AUG 13 1971
BRIDGE DIVISION

511-581(1)

Form

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MAR 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7515

STATE COPY 8-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 2-26-71
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hosmer
TITLE Dist. Engineer
DATE 3-9-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Rock Point - Seven Oaks
Highway Pacific
County Jackson
Contractor Peter Kiewit Sons' Company
Address P. O. Box 1777 Vancouver, Washington 98663

Contract No. 7515
Prefix 615-1044
F. A. Project No. I-5-1(72)36
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install underground drainage in areas under the existing pavement.

Johnson
Edw
C4 3-11-71

Location by station numbers:

In particular Station 325 - 330 or other areas that might develop at a later date.

Estimate of quantities and cost:

Labor - - - - - - - -	$300.00
Equipment - - - - -	600.00
Materials - - - - -	300.00
Total	$1,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

One section of pavement is showing definite signs of failure. Underground drainage should be installed in this area and others that could develop. Standard Specifications and Special Provisions for this contract are to apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,954,661.62	
Present estimate of project cost, including $1,200.00 for work under this order	$1,954,661.62	
Expected under-run / over-run amount	$ None	
Expected under-run / over-run per cent	None	

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: REG. CONSTR. Division Engineer

Approved Asst State Highway

3-12-71

STATE COPY

Form Approved; Budget Bureau No. 04-R2809

MONTHLY TRANSACTION NO. 12-65	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	STATE Oregon
		COUNTY Washington
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-21-70	PROJECT NO. SU-591(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator and the Director of Public Roads relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 1.0 mi. N. of Sherwood W. 0.1 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-9-70	0.060
OTHER *(Specify)*		

FUNDS 63.549

ESTIMATED TOTAL COST OF PROJECT $ 332,125.00	FEDERAL FUNDS $ 211,032.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By ______
______
(Title)
By ______
______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By G L Green
(Division Engineer)
For: R. R. Simpson
Date executed by Division Engineer DEC 21 1970

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, up-

Oregon State Highway Division

Federal-Aid
Project No. SU-581(1)

TUALATIN RIVER (SCHAMBERG) BRIDGE SECTION

FAS 950, WASHINGTON COUNTY

Salem, Oregon, December 18, 1970

Project agreement estimate.

Type Code K081
Structure and Temporary Road Approaches (Sta. 96+75 to Sta. 99+85)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Clearing and Grubbing	All Required		18,000.00
Embankment in Place	24,000 cu.yd.	1.40	33,600.00
Finishing Roadbed and Slopes	All Required		2,000.00
Watering	450 M-gal.	1.00	450.00
Coarse Aggregate Base	4,700 ton	2.60	12,220.00
3/4" - 0 Aggregate Base	700 ton	3.00	2,100.00
Class "B" Asphalt Concrete	1,090 ton	10.00	10,900.00
3/4" - 0 Aggregate in Prime Coat	40 cu.yd.	7.50	300.00
RC-250 Asphalt in Prime Coat	8 ton	90.00	720.00
12-inch Culvert Pipe	44 lin.ft.	6.00	264.00
Guard Rail, Type 2A	1,450 lin.ft.	4.00	5,800.00
Guard Rail Anchors	4 only	200.00	800.00
Extra for Guard Rail Bridge Connections	4 only	200.00	800.00
Guard Posts, W-1	26 only	8.00	208.00
Bridge Removal Work	All Required		3,000.00
Structure Excavation	180 cu.yd.	2.00	360.00
Furnish 16-inch Prestressed Concrete Piling	3,180 lin.ft.	5.50	17,490.00
Drive Prestressed Concrete Piles	48 only	350.00	16,800.00
Prestressed Concrete Pile Extensions	120 lin.ft.	10.00	1,200.00
Class A Concrete (525 cu.yd.)	All Required		50,000.00
100'/105' Type IV Prestressed Beams	14 only	4,000.00	56,000.00
105'/110' Type IV Prestressed Beams	7 only	4,000.00	28,000.00
Reinforcement (89,100 lbs.)	All Required		14,000.00
Metal Parapet Railing, Single Pipe	630 lin.ft.	8.00	5,040.00
Lumber and Timber	18 M-FBM	600.00	10,800.00
8-inch Culvert Pipe	90 lin.ft.	3.00	270.00
			$292,122.00
Temporary Erosion Control	All Required		500.00
	Subtotal		$292,622.00
	Engr. & Cont.		39,503.00
	Total		$332,125.00

Length of Structure - - - 0.060 Mile

Federal Funds -	$211,032.00
State Funds -	60,546.50
County Funds- -	60,546.50
Total	$332,125.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7515

Prefix 534-1050

RECEIVED
DEC 14 1970
FOR FILE

SU-581(1)
7515

December 11, 1970

Bailey Bridge Company
1111 N. W. 33rd Street
Vancouver, Washington 98663

Gentlemen:

The State Highway Commission on December 10, 1970, accepted your proposal for work on the Tualatin River ([illegible]) Bridge Section of FAS 950 in Washington County for the sum of $[illegible] and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7515.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 23, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ml
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Oregon

F. D. Morgan I. D. Merchant
Arvey Nelson L. W. [illegible]
William Goebel (SAIF)

RECEIVED
DEC 7 - 1970
FOR FILING

SU-581(1)
7515

December 4, 1970

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

MISC. CONTRACTS and
AGREEMENTS No. 4103

Attention: Roger Thomssen
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Tualatin River (Schamburg) Bridge Section of the Aloha Expressway, FAS 950.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Att.

cc H. S. Cox
(conf. agreement att.)

TRANSACTION NUMBER 11-34

ORM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 11-9-70
BY (Signature) MR. YOUNG'S OCTOBER 26, 1970 LETTER	
TITLE PROGRAM & PLANNING ENGINEER	

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1043 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1043	SU-581(1)	0.059	400,000	254,100	TUALATIN RIVER (SCHAMBURG) BRIDGE	ONE STRUCTURE WITH TEMPORARY APPROACHES.

11-9-70

NOTED
F. B. [illegible]

RECEIVED
NOV 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT IS LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

Young
11-17-70

NOTED
TOM EDWARDS

RECEIVED
NOV 18 1970

SU-581(1)
7513

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 11-9-70	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

---

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	10-26-70

FEDERAL - AID P

(PPM 2

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (*45 typewriter spaces*) 21 65 Co. Rd. 1.8 mi. N. of Sherwood N. 0.1 mi.	**ADT**	PRESENT 300	FUTURE (66) (70) 7,800	YEAR (71) 90	
CARD 3	CHARACTER OF PROPOSED WORK (*35 typewriter spaces*) 28 62 One Bridge	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) —
							PL. AUTH (74)

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Wash	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S	FEDERAL - AID 950

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (*Full description*)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Co. Rd. 1.8 mi. N. of Sherwood N. 0.1 mi.			
5					**ROW**		[Tualatin River (Schamburg) Bridge]			
5					**CONST** (CODE) X081			0.059	400,000	254,100

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.059	400,000	254,100
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

7515

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

70

0.1 mi. 55	ADT	PRESENT 300 (66)	FUTURE 7,800 (70)	YEAR 90 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1043 (14) (18)

SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SU- 14 23	NUMBER 581(1) 7	SEQ. NO. 13	I. Projects Only POST MI. DESIG. (24) (26) 27

COUNTY NAME	Washington	CODE 067 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. S	FEDERAL-AID 950 (32)	STATE Co. Rd. (36)	U.S. (37) (41)

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
of						One prestressed beam concrete br. (NB), with temp. road approaches. (Br. length 310'; H.C. 40')
e]						ROW - 180' min.; access control - partial; parking restrictions - none.
	0.059	400,000	254,100	72,950	72,950(Co.)	
	0.059	400,000	254,100	72,950	72,950(Co.)	
	(16)	(23) (24)	(33)	REMARKS		

(over)

Tualatin River (Schamburg) Bridge

Project SU-581(1)

EXISITING FACILITIES: A 105' through timber truss with four 19' timber approach spans on each end with a 19' roadway.

ADJACENT SECTIONS:

NORTH END:
SOUTH END: 20' oil mat with 2' gravel shoulders.

PROJECT DATA: Construct a reinforced concrete bridge 310' long with a 40' clear roadway, having two 12' travel lanes and 8' shoulders. No sidewalks. This structure will have a continuous slope on the deck with the high side being on the westerly or upstream side. This is the first part of a 4-lane structure and will carry the north bound traffic when the remainder of the bridge is completed. The approaches and connections are to be included in the contract and are temporary and are extended to make a better sight distance over the structure. These approaches will taper for 150' from the end of the structure to the width of the existing roadway. Wearing surface to be AC. Guardrail and sight posts are to be included in the contract. Contractor to remove and dispose of existing bridge. Only the clearing necessary to cover the construction and drainage for the project is to be done at this time. Any marketable timber is to become the property of the contractor. Signing and striping are county responsibility.

RIGHT OF WAY: 180' minimum

ACCESS CONTROL: Partial

PARKING RESTRICTIONS: None

RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: Structure has no deviations from standards. Approaches and connections are temporary.

SYSTEM ACTION: May 22, 1970

PUBLIC HEARING: August 26, 1970

STATE CLEARINGHOUSE APPROVAL: July 7, 1970.

DISTRICT #2 CLEARINGHOUSE (CRAG) APPROVAL: July 21, 1970.

LOCATION/DESIGN APPROVAL & S
EFFECTS CONSIDERED: October
HISTORICAL AND RECREATIONAL
RELOCATION ASSISTANCE: None
ment of persons or businesse
RELOCATION PAYMENTS: The co
costs including incidental
UNUSUAL OR COMPLICATED SITUA
half of a planned 4-lane str
way. The approaches and con
roads are temporary because
4-lane expressway is constru
ROUTE DATA: This is at pres
portions of some local farm
this is to be a 4-lane expr
routes are at present used
The State does not, at this
to control the use by utili
project. A State-County ag
comply with paragraph 6d(1)

Tualatin River (Schamburg) Bridge

Project SU-581(1)

imber truss with four
ith a 19' roadway.

ith 2' gravel shoulders.

ncrete bridge 310' long
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a 4-lane structure and
the remainder of the
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structure to the width
ace to be AC. Guardrail
he contract. Contractor
ge. Only the clearing
drainage for the project
table timber is to become
ng and striping are county

as no deviations from
are temporary.

1970.
VAL: July 21, 1970.

LOCATION/DESIGN APPROVAL & SOCIAL, ECONOMIC & ENVIRONMENTAL EFFECTS CONSIDERED: October 8, 1970.
HISTORICAL AND RECREATIONAL AREAS: None involved.
RELOCATION ASSISTANCE: None involved. There is no displacement of persons or businesses.
RELOCATION PAYMENTS: The county will pay all right of way costs including incidental charges.
UNUSUAL OR COMPLICATED SITUATIONS: This structure is the first half of a planned 4-lane structure for the future Aloha Expressway. The approaches and connections to the existing county roads are temporary because these will be changed when the 4-lane expressway is constructed.
ROUTE DATA: This is at present a projected route engulfing portions of some local farm to market roads. In the future this is to be a 4-lane expressway. These portions of local routes are at present used as school bus and mail routes. The State does not, at this time, have the legal authority to control the use by utilities of the right of way on this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

7515

10-8-70

LOCATION - DESIGN APPROVAL

COUNTY: WASHINGTON

SECTION: Tualatin River (Schamburg) Bridge

FAS NO.: 950

ROAD NAME: Elsner Road (Future Aloha Expressway

PROJECT DESCRIPTION: Construct reinforced concrete bridge 310 feet long, 40 feet wide with appropriate roadway approaches and connections to existing roadway.

ESTIMATED COST: $400,000

HIGHWAY COMMISSION APPROVAL: June 2, 1970

HEARING: Corridor-Design, August 26, 1970 by County

STATE CLEARINGHOUSE REVIEW: July 7, 1970

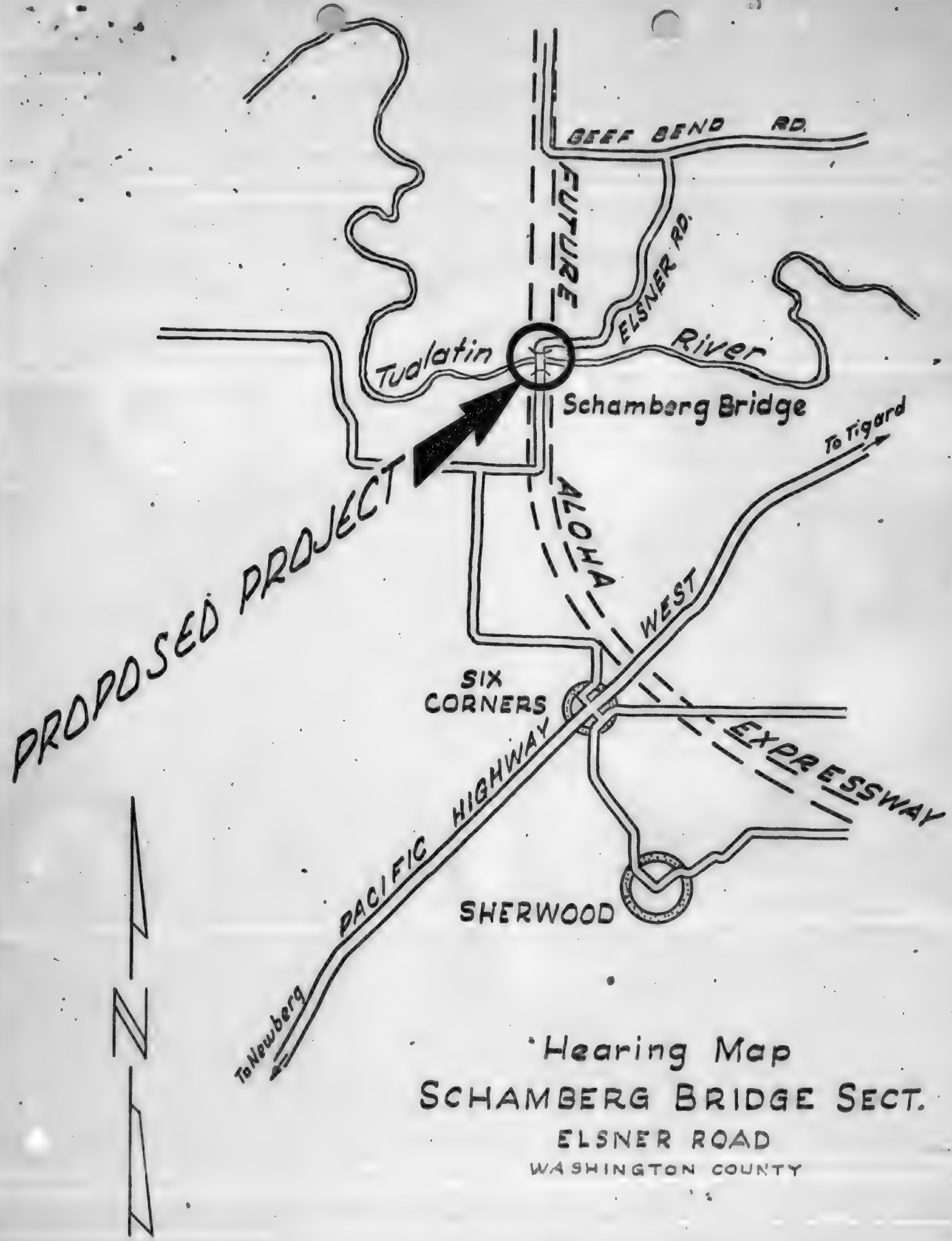
SECTION 204 REVIEW: July 21, 1970 by CRAG

REMARKS:

APPROVED: 10-8 1970

Jm Klaboe

Assistant State Highway Engineer


BEEF BEND RD.
FUTURE
ELSNER RD.
Tualatin
River
Schamberg Bridge
PROPOSED PROJECT
To Tigard
ALOHA
WEST
SIX CORNERS
EXPRESSWAY
PACIFIC HIGHWAY
SHERWOOD
To Newberg
N

Hearing Map
SCHAMBERG BRIDGE SECT.
ELSNER ROAD
WASHINGTON COUNTY

SEP 8 - 1970

FOR FILING

SU-581(1)

7515

MEMO TO FILES

Re: Tualatin River (Schamberg) Bridge Section
Elsner Road, FAS 950
Washington County

Washington County held a corridor-design hearing on August 26, 1970 at 7:30 p.m. in regard to the subject FAS-C project.

It was the consensus of opinion of the people who attended the hearing that a new bridge is needed immediately, and the County was thoroughly chided for not having some type of structure in by now. These people were told that if all things were accomplished and everything went smoothly, a contract could be let in December or January.

Washington County is, therefore, requesting that we do everything possible to prepare the plans and specifications for the Tualatin River (Shamberg) Bridge Section for the December 3 bid letting. Since there is approximately 0.3 mile of road work in connection with the project, it was felt that practically all clearing, grading, embankment, removal and disposal of the existing wooden structure and any other preliminary work could be accomplished during the winter and spring months so that full scale construction of the structure could commence as soon as low water occurs next summer.

Robert H. Prange

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
8/27/70
cc: F. B. Klaboe
✓ E. Johnson
D. J. Barbee
I. D. Merchant
F. E. Terpin
W. J. Hart

NOTED
A. E. JOHNSON

RECEIVED
AUG 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1[illegible] 1970
FOR FILING

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

Edward

SU-581(1)
7515

July 7, 1970

Mr. Klaboe
(Copy-Edwards)

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

TUALATIN RIVER (SCHAMBERG) BRIDGE SECTION

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal.

It was noted that fish passage and water quality be maintained during the construction period.

We are pleased to add our approval.

Ed Westerdahl II

E. G. Westerdahl, II

NOTED
F.B. KLABOE

Orig to Young
7-8-70

RECEIVED
JUL 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

PROJECT DATA

Aloha Expressway, FAS 950
Tualatin River (Schamberg) Bridge Section
Washington County

Project Description:	Project to consist of preliminary engineering, grading, paving, and structural work to improve the existing bridge. Work will be to construct a pre-stressed reinforced concrete bridge and approaches.
Length of Project:	Approximately 1,000 feet
Typical Section:	Roadway to be 40 feet in width with two 12-foot lanes and eight foot shoulders. There will be no sidewalks on the structure.
Estimated Cost:	$ 262,500
Traffic:	1990 ADT - Approximately 7,000 based upon the P-VMTS traffic assignment.

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Tualatin River (Schamberg) Br. Sec.
FAS 950, Aloha Expressway
Washington County

June 15 1970

FROM: Applicant Agency State Highway Division ... Salem (Address)

Contact Person L. H. Young ... 2761 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ...... No X ...... (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Two (2) ...... City --

County Washington ...... Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies - -

3. **Federal Program**

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. Department of Transportation ...... Original Application X

Agency Bureau of Public Roads ...... Renewal Application ......

---

4. **Estimated Project Cost**

Federal Share $ 150,000
Loan ...... Grant X
Local Applicant Share (Washington Co.)
(if any) $ 50,000

State Agency Share $ 62,500

Other (Specify) $ --

Total $ 262,500

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X ...... Yes ...... $ ...... (Approx)

Will Federal share change: No X

Yes, from ...... % to ...... %

When ......

5. **Period Covered by Projects**

Beginning date .... Future Project
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) .... Approximately one year

Approximate ending date .... - -

Will renewal be requested? Yes .... No ..X..

6. **Estimated Application Filing Date** .... August 1970

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

TUALATIN RIVER (SHAMBERG) BRIDGE SECTION, FAS 950, ALOHA EXPRESSWAY
Washington County

The work will consist of preliminary engineering, right-of-way acquisition, grading, paving, structure and incidental work to improve the existing facility to modern standards.

This project is to construct a pre-stressed reinforced concrete bridge and approaches having a combined length of approximately 1000 feet. Structure and approaches are to have a 40 foot roadway for two 12-foot travel lanes and 8-foot shoulders. No sidewalks on the structure.

This project is related to the "Goals for a Livable Oregon" by up-grading this portion of the Federal-Aid Secondary System in cooperation with local government.

See attached map for geographical location.

RECEIVED
FOR FILING

SU-58N11
7515

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

February 24, 1970

cc's sent 2-27-70

F.B. Klaboe
L.H. Young
T.C. Roake (2)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (2)
L.W. Rulien (2)
J. F. Putnam (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

This is in reply to your letter of January 15, 1970 regarding location surveys for the following projects:

1. Madras (7th Street Bridge) Section
   City Street - Jefferson County

2. Tualatin River Bridge Section
   Elsner Road - Washington County

A review of the prospectuses reveals that there will be no conflict with wildlife resources. The projects are approved.

We appreciate the opportunity to make recommendations.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
FEB 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. OFC

RECEIVED
FEB 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 - 1970
FOR FILING

JAN 16 1970
FISH COMMISSION
Director

SU-581(1)
7515

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 15, 1970

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

cc's sent 4-6-70

- F.B. Klaboe
- L.H. Young
- T.C. Roake (2)
- C.G. Swenson
- W.H. Tebeau
- F.E. Terpin (2)
- L.W. Rulien (2)
- J. F. Putnam (2)

Dear Sir:

Attached are the following prospectuses for location surveys proposed by the Oregon State Highway Division: (Deschutes R.)

#1 Madras (7th Street Bridge) Section
City Street - Jefferson County — willow Cr. above Madras

#2 Tualatin River Bridge Section
Elsner Road - Washington County — Main stem

These prospectuses are forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Frank L. Hall

Frank L. Hall
Assistant Design Engineer

SKR 2-9-70

Dear Frank,
Fish passage is required on #2 but not #1. We anticipate no fishery conflicts these projects are approved.
Burt Carnegie

RECEIVED
JAN 19 1970
FOR FILING

SU-581(1)
7515

PREFIX NO. 234-1445

LOCATION PROSPECTUS
TUALATIN RIVER BRIDGE SECTION
ELSNER ROAD
WASHINGTON COUNTY

1-14-70

HIGHWAY:	Elsner Road. A county road not on State or Federal system.
LOCATION:	Approximately 400 feet south and 1400 feet west of the northeast corner of Section 19, Township 2 South, Range 1 West, W.M., and approximately 2.1 miles northerly of Six Corners Intersection on Highway 99W.
PROGRAM:	Not programmed.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for construction of a bridge. A vicinity map will be required. The existing structure is unserviceable. Detour road will not be required. The County has requested the route be placed on the FAS-C system.
CHARACTERISTICS:	Traffic data not available on this section.
TYPICAL SECTION:	Two 12-foot travel lanes with 10-foot shoulders.
STRUCTURE:	Replacement structure to have a 44-foot horizontal clearance. Sidewalks not required.
AGREEMENTS:	County project.
UTILITIES:	None involved.
PARKS:	None affected.

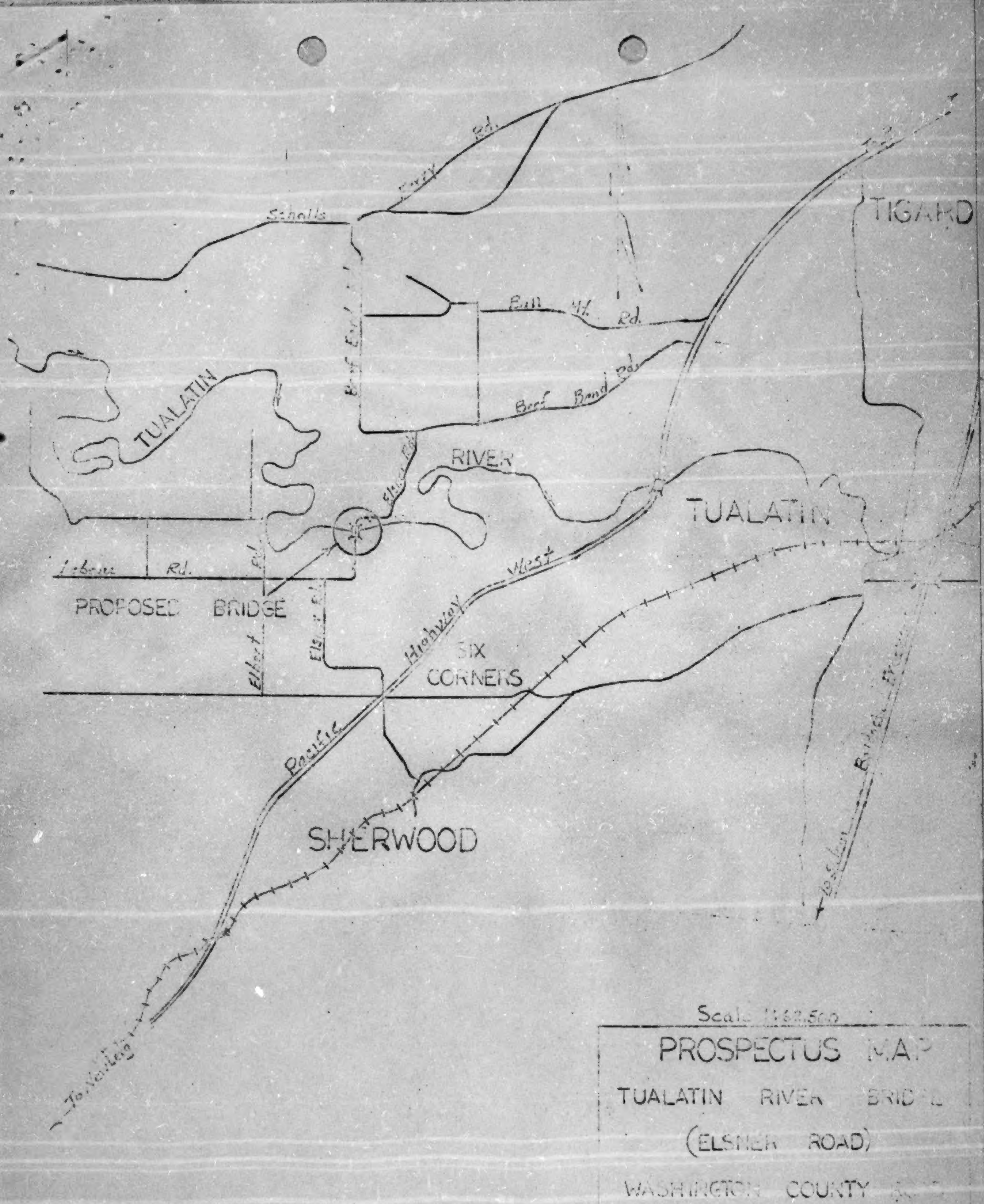
NOTED
PORTER

January 14, 1970
Attachment

NOTED
FORREST COOPER

Oregon State Game Commission
Fish Commission of Oregon
Bureau of Public Roads (3)
L. W. Rulien (3)
Forrest Cooper
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)

RECEIVED
JAN 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER


Scholls
Ferry Rd.
Bull Mt. Rd.
Beef Bend Rd.
Beef Bend Rd.
TIGARD
TUALATIN
RIVER
TUALATIN
Elsner Rd.
Lebeau Rd.
Elbert Rd.
Elsner Rd.
PROPOSED BRIDGE
SIX CORNERS
Pacific Highway West
SHERWOOD
To Newberg
Boones Ferry

Scale 1:62,500

PROSPECTUS MAP
TUALATIN RIVER BRIDGE
(ELSNER ROAD)
WASHINGTON COUNTY [illegible]
ROY PYLE RES. ENGR. [illegible] 69

[illegible]
AUG 5 - 1969

FOR FILING
SU-581(1)
7515

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1969

To: MEMORANDUM TO THE FILES

SUBJECT: Replacement of Schamburg Br.
Over Tualatin River
Washington County
Bridge No. 1733

NOTED
R. L. PORTER

A copy of a letter dated July 18 from Washington County to H. S. Cox was received in the Bridge Division on July 22. The letter referred to the Schamburg Bridge over the Tualatin River which had been severely damaged by an overloaded truck and requested that the Bridge Division meet with members of Washington County to determine possible recommendations for the repair or replacement of said structure.

On July 30 Mr. A. A. Rear and the writer met with Mr. John Crockett and Mr. Mitchum of the Washington County Engineering Division at the bridge site. An inspection of the structure indicated that full replacement was required because of the extensive decay in the treated timber truss. It was recommended that a replacement bridge utilizing prestressed concrete beams on prestressed concrete piling be used as this would give the fastest replacement and permit work throughout the winter months. Inasmuch as Washington County has been planning for a throughway type of highway in the approximate area of this crossing, the replacement structure would be half of a future 4 lane crossing.

The commitment was made to the County that if their location were tied down and they provided the State with certain field data by the middle of August, that plans and specifications could be completed for the October 23 bid opening. An estimate of $20 per square foot or $700 per lineal foot was given the County as a preliminary estimate of costs. This was on the basis of a 32' roadway bridge with no sidewalks.

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

IDM:jf
cc: R. L. Porter ✓
Tom Edwards
F. B. Klaboe
V. D. Wolfe
H. S. Cox

RECEIVED
AUG 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

CLA 4108

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 7499 Ends with: Contract # 7515

FLASH CARDS: Begin Each Contract

Remarks: #7499 continues from reel 147

Reel No. 148 Reduction Ratio 21:1 Project No. ____

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 28th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvan Storm